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Ireland Railways Commission

Tuarasgbhail an choimisiuin do cheap an...

Dublin

[1922]

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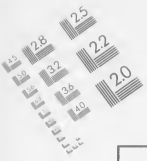

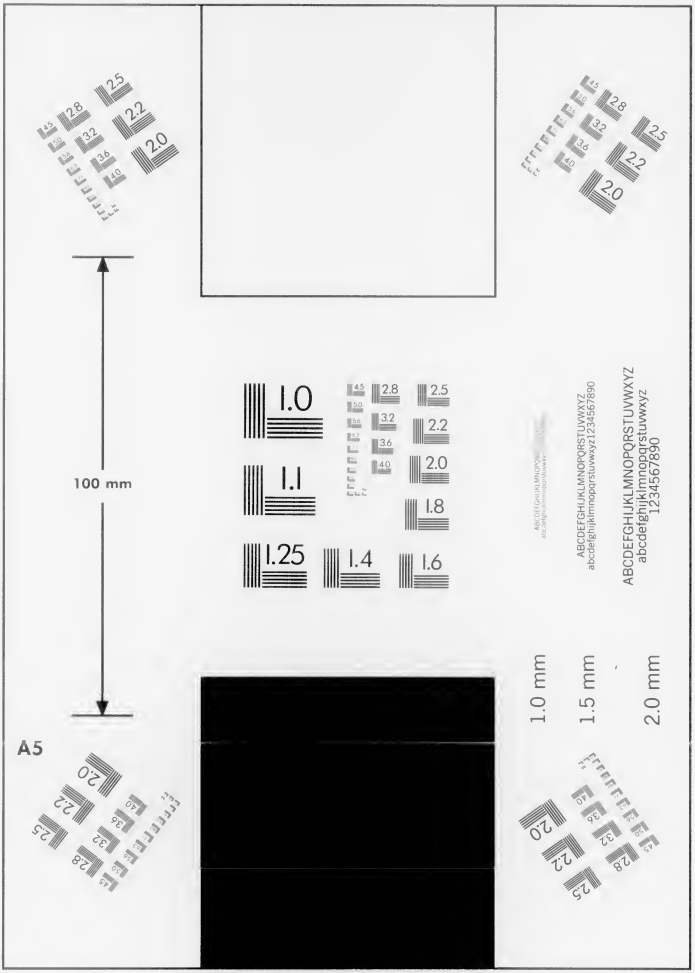

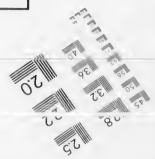

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DÁIL EIREANN

(PÁIRLIMINT SHEALADACH.)

BOITHRE IARAINN na hEIREANN

(IRISH RAILWAYS).

TUARASGBHAIL AN CHOIMISIUIN DO CHEAP AN RIALTAS SEALADACH.

(REPORT OF COMMISSION APPOINTED BY PROVISIONAL GOVERNMENT).

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BOITHRE IARAINN na hEIREANN

TUARASGBHAIL AN CHOIMISIUIN DO CHEAP AN RIALTAS SEALADACH

Dubhradh linn trí nithe d'iniúcha :—

1. Stáid Bhóthar Iarainn na hEireann fé láthair.
2. An tslí ab fhearr chun a riara d'fhonn leasaLuchtScaranna Lucht Oibre agus an Phobail.
3. Na ceangail atá idir Oibritheoirí na mBóthar Iarainn agus na Cóluchtaí.

CUID I.

STAID BHÓTHAR IARAINN NA hEIREANN FÉ LATHAIR.

Na Bóithre Iarainn mar atáid.—Tá 3,454 míle de bhóithre arainn in Eirinn. Cé nách mórán é sin, tá 46 cólucht os a gcionn, ach tuiteann an obair stiúrtha ar 28 cinn díobh sani. Tá £46,853,324 de bhun-airgead as a bhfachtar ús ionta. An gnáth-leithead (5′ 3″) atá i 2,896 míle agus leithead 3 troighthe i 558 míle ; 'na theanta san, tá 24 míle a dineadh ar chostas an Rialtais aimsir an chogaidh mhóir ; leis na mianaigh ghuail a bhainid sin.

Ceatuíocht do sna Bóithre Iarainn.—Is minic a cuirtear Bóithre Iarainn na hEireann i gcomparáid le bóithre iarainn i dtíortha eile, (Sasana, an Bheilg agus an Ghearmáin go speisialta). Is ánach an comórtas é, ámh, mar ní mar a chéile an dá chás. Is ns na bailtí móra mórtimpeall an chósta atá na tiúscail gur fiú a áireamh in Eirinn, agus is beag abhar déantúis a bhíonn le iompar ag na bóithre iarainn dá bhrí sin. Sé an scéal céanna é naidir le lucht taistil, ós rud é go bhfuil comhnuí ar an gcuid s mó aca cois fhairge. Seo iad na figiúirí.

43 bailtí móra in a bhfuil breis is 5,000 duine i ngach baile

44-9344 NOV 14 1944 PCR

IRISH RAILWAYS.

REPORT OF COMMISSION APPOINTED BY PROVISIONAL GOVERNMENT.

The reference to us comprises three heads of enquiry :—

1. The present position of Irish Railways.
2. The best method of administration in the interests of the Shareholders, the Employees, and the Public.
3. The relations between the Railway Workers and the Companies.

PART I.

PRESENT POSITION OF IRISH RAILWAYS.

Number of Railways.—There are in Ireland 46 different Railways, 28 having a separate and distinct management, and 18 worked by one or other of the 28. The total Capital upon which interest or dividend is payable is £46,853,324; the total route mileage is 3,454, of which 2,896 miles have the Standard Gauge of 5 feet 3 inches, and 558 miles have the Narrow Gauge mainly of 3 feet. In addition there are three Colliery Railways, which were constructed at Government expense, and which are 24 miles in length. The first schedule hereto sets forth the detailed particulars of all the Irish Railways.

Disadvantages of Irish Railways.—Criticism of Irish Railways and their management is frequently founded upon a comparison with Railways in other countries, notably Britain, Belgium, and Germany. Such a comparison is misleading, for it ignores the essential facts of the situation. The Irish Railways are handicapped by the absence of several conditions that make for railway prosperity, efficiency, and cheapness. In Ireland all the principal manufacturing industries are on the seaboard, consequently the haulage of the raw materials of manufacture is inconsiderable. For the same reason the population is also clustered round the

aca; cois fhairge no cois aibhne móra atá 23 de sna bailtí sin, 1, 04,347 an líon daoine a chomhnuíonn ionta agus ní chomhnuíonn ach 160,073 sna 20 bailte eile atá i lár na tíre istigh. Is tugithe as san gur beag an lucht taistil agus earraí a bhíonn ar bhóithre iarainn na hEireann seochas mar a bhíonn ar na bóithre i dtíortha eile. Agus fós is beag le rá na mianaigh atá in Eirinn i gcómórlas leo so i dtíortha eile, mar a gcimeádaid na bóithre ag obair go dian. Ní mar a chéile an tairbhe agus an úsáid is féidir a bhaint as na bóithre iarainn in aon dá thír. Bíonn a seacht n-oirid oibre le déanamh ag na bóithre iarainn i Sasana agus mar a bhíonn in Eirinn. Sa mbliain 1920, cur i gcás, do hiompruigheadh 3,099 tonna ar gach mhíle de sna bóithre iarainn i Sasana gach aon lá agus níor iompruigheadh ach 428 tonna in Eirinn in aghaidh an lae.

An Staid fé láthair maidir le hAirgead.—Bhí Bóithre Iarainn na hEireann fé smacht Rialtais Shasana ón ladh lá d'Eanair, 1917, go dtí an 15adh lá de Lughnasa, 1921. Níor cimeádadh cúntas cruinn ar taisteal na saighdiúirí ná ar iompar earraí an Rialtais le n-a linn sin agus dá dheascaibh sin, ní féidir le héinne meastúchán do dhéanamh amach ar an méid airgid do buadhadh no do cailleadh ar na bóithre iarainn ó 1917 go 1921.

Deirtear gur bhféidir do dhuine roimh 1914 scaranna do chuannach i mór-bhóithre iarainn na hEireann gan baol cailliúna agus go mbíodh brabach réasúnta le fáil asta. Seo teasbáint ar an méid a díoladh as na scaranna coitianta ins na Cóluchtaí is tábhtaí :—

	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Có Baéil Feirste agus Co an Dúin (B.C.D.)	5½	6	6¼	6¼	6¼	6¼	6½	6½	6½	6½
Có Thoreaighe agus Dúnchead na Bannda (C.B.).	2½	2¾	2 15/16	2 13/16	3⅛	3¼	3½	3⅝	3⅝	3⅝
Có Baile Átha Cliath, Cill Mhanntáin agus Loch Garmain (F.C.L.G.).	–	–	–	–	–	–	1	1	1	1
Có an Tuaiscirt (An T.).	6½	6½	6¼	6½	5¾	5½	5¼	5⅛	5⅛	6
Có an Deiscirt agus an Iarthair (An. D.)	3¾	3¾	4	4⅜	4⅛	4⅜	4⅞	4⅞	5	5
Có an Mheadhon Tíre agus an Iarthair (An. Mh. T.)	3	3	3	3½	3	3	3	3	3	3

Bóthar iarainn fé leith iseadh an B.C.L.G. Cois an chósta iseadh tá cuid mhaith dhe. Is uathbhásach an méid airgid atá caithte cheana ar é chosaint ó shíor-mheilt na fairge, ní a leanfaidh i gcomhnuí; agus rud eile dhe, dá mba tamal ón bhfairge a curfí an bóthar iarainn so an chéad lá do bheadh tráchtáil le féil aige óu dá thaobh, ach mar tá, níl dúthaig ach ar taobh amháin de.

seaboard; of our 43 cities and towns with a total population of 5,000 and upwards, 23 with a total population of 1,104,347 are situated on the sea or on navigable rivers, while 20 with a total population of 160,073 are inland; the rail traffic in passengers or supplies for the inland population is comparatively small. In Ireland the mineral resources are relatively insignificant; in other countries they are of immense consequence. For these reasons the density of traffic in countries such as those named is much greater than in Ireland; in Britain, for example, the traffic is seven times as dense, the actual figures for the year 1920 being in Britain 3,099 ton-miles per route mile per working day, in Ireland only 428.

Financial Position of the Irish Railways.—Owing to the fact that the Irish Railways were controlled by the British Government from 1st January, 1917, to the 15th August, 1921, and that during this period the receipts on through booked traffic between the Irish Companies and cross-Channel Steamship and British Railway Companies were not divided, and that Government traffic—*e.g.*, Troops, Stores, etc.—were not directly charged for, it is impossible to indicate accurately, or even approximately, the earnings of the Irish Railway Companies either as a whole or as separate units for the years 1917-1921.

In general the main Irish lines were, up to the date of the beginning of the war, looked upon as a sound investment, yielding on the whole a fair return on the capital invested. The following table shows the dividends on the Ordinary Stocks in the case of the principal Companies for a period of ten years before the War :—

	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913
B. & C.D. ...	5½	6	6¼	6¼	6¼	6¼	6½	6½	6½	6½
C.B. & S.C. ...	2½	2¾	2 15/16	2 13/16	3⅛	3¼	3½	3⅝	3⅝	3⅝
D. & S.E. ...	–	–	–	–	–	–	1	1	1	1
G.N. (I.) ...	6½	6½	6½	6½	5¾	5½	5⅞	5⅝	5⅝	6
G.S. & W. ...	3⅜	3¾	4	4⅜	4¼	4¾	⅞	4⅞	5	5
M.G.W. ...	3	3	3	3¼	3	3	3	3	3	3

The Dublin and South-Eastern Company is an exceptional line. The line for a great part of its length runs close to the sea. Large sums of money have been spent, and will continue to have to be spent upon works of protection from the sea; and, of course, a line so run is fed from one side only, whereas if built inland the additional expense would be saved and a large area of agricultural country tapped.

Bé an bhliain 1913 an bhliain ab fhearr riamh i gcúrsaí teacht isteach agus tairbhe. Fuaireadh £4,919,624 agus do díoladh £3,071,338 i rith na bliana agus bhí £1,848,286 mar shochar de bharr na bliana.

Ní féidir a dhéanamh amach as sochar na bliana 1913 ná as sochar aon bhliana eile cadé an sochar a bheidh as na bóithre iarainn feasta. Roimh an coga mór bhí pá lucht oibre na mbóithre iarainn ró-íseal ar fad, fé mar bhí pá lucht oibre uile na tíre. An coga mór fé ndear an árdú páidh atá aca anois, ach níl aon cabht ná go nárdófaí tuarastal agus pá 'na éaghmuis mar bhí lucht oibre ag féachaint chúcha féin agus ag dul i dtreise in aghaidh an lae, agus san am gcéanna bhíothas ag tosnú ar suim do chur i gceist an oibreachais agus dá mhéid a machtnuíti ar an séal seadh is mó do ghéilltí don lucht oibre. Is léir gur as an sochar a thiocfadh aon árdú páidh.

Bíodh san mar atá; is deimhin go bhfuil lucht scaranna na mbóithre iarainn níos measa as de dheascaibh an chogaidh mhóir agus smacht an Rialtais.

Tá cóluchtaí na mbóthar iarainn in Eirinn chun £3,000,000 d'fháil ón Rialtas, agus tá a leath san díolta leo cheana. Do chireadh gach saghas éilimh chun an Rialtais, ní nách iongna, mar ná raibh aon leigheas eile aca ar an tslí a bhíodar chun deiridh; bhí caráistí, trucailí, innill, ráilí, agus uile ag dul i leighead ar feadh cheithre bliana agus faillighe dá dhéanamh sa gnáth-obair agus saighdiúirí agus earraí dá n-iompar in aisce. Anois deireann muintir na mBóthar Iarainn nár mhór dóibh £2,400,000 do chaitheamh ar dheisiúchán agus £1,200,000 ar gníéasanna nua do cheannach.

Tá timpal a thrí oirid níos mó le caitheamh aca anois ar phá agus ar thuarastal ná mar a bhí i 1913. Smacht an Rialtais, agus an costas beatha fé ndear san maille leis an mbreis daoine do b'éigin dóibh do chur ag obair chun có-líona do dhéanamh ar na rialacha nua sin, ná hoibreoidh éinne thar ocht n-uaire an chluig sa ló agus mar sin de. Maidir leis na rátaí páidh féin, táid san ó 80 per cent. go 275 per cent. níos aoirde ná mar a bhídís.

Tá árdú mór tagaithe leis ar luach gach ruda úsáidtear ar bhóthar iarainn, i. gual, iarann agus earraí de gach saghas.

Dar leis na cóluchtaí go bhfuil gach rud sa mhullach ortha agus toisc nár árduigheadh na rátaí ar iompar earraí ach fé dhó no mar sin ($1\frac{3}{4}$–$2\frac{1}{2}$), ní féidir leo an obair do chimeád ar siúbhal in aon chor mara n-ísleofar an pá go mór agus mara mbeidh na fir sásta ar níos mó oibre do dhéanamh. Ar an dtaobh eile den scéal, d'aontuigh na finnéithe go léir nárbh fhéidir na rátaí d'árdú a thuille ach go gcaithfí iad d'isliú no go gcuirfí gró agus tiúscal na tíre ar neamhní sara bhfad. Tá trácht ar cheist páidh agus oibre sa tríú cuid den tuarasgbháil seo.

Na 26 Contaethe agus na 6 Contaethe.—Le linn na finnéachta do tugadh romhainn do tagradh don cheist seo. Tá cuid de sna bóithre iarainn laistigh de sna 6 conntaethe ar fad, cuid aca

The peak year, so far as Receipts and Dividends were concerned, was 1913. In that year the receipts of Irish Railways were £4,919,624, the outgoings £3,071,338—net revenue, £1,848,286.

We are of opinion that the Dividends paid in 1913, or, indeed, in any other year, cannot be taken as a fair index to the dividend-yielding possibilities of the Railways. Labour on the Irish Railways, as in almost every other industry, was in the pre-war period underpaid, and in some of the lower grades miserably underpaid. Even if the War had not brought about a changed outlook on the position of labour, it is inconceivable that the rates of pay would not, as the result of the pressure of labour agitation and of more enlightened public opinion, have greatly advanced, and this advance would probably have been in part met by a reduction in the yield to the Railway Stockholders.

At any rate, the War and the Government Control of the Railways have definitely, and, as we believe, permanently, worsened the position of the Irish Railway Stockholders.

Government Control was assumed on the 1st January, 1917; it was relinquished on the 15th August, 1921. A sum of £3,000,000 was awarded to the Irish Railways as the equivalent of all outstanding claims in respect of Control, including arrears of Maintenance. A moiety of that sum, £1,500,000, has been paid over to the Railways. The Companies claim that £1,400,000 must be spent on arrears of Maintenance and £1,200,000 on replacement of Stores.

As the result of Government Control, of the increased cost of living, and of altered conditions of service which involved the employment of increased staffs, the total expenditure on wages and salaries has advanced to a figure which stands to the pre-War figure in the proportion of approximately 3 to 1. The advance in the rates of wages varied from 80 per cent. to 275 per cent.

The cost of the materials used in running the Railways, including coal, iron, and stores generally, has also greatly increased.

The Companies made the case before us that, inasmuch as Railway rates have in the main advanced in the proportion of only $1\frac{3}{4}/2\frac{1}{2}$ to 1, they will be entirely unable to carry on unless there is a great reduction in wages and considerable alteration in the conditions of service. On the other hand, the evidence before us is unanimous, not alone that no further increase in railway rates is possible, but that considerable reductions must be made if the trade and industry of the country are to be preserved. In Part III. of this Report we deal with the question of Wages and Conditions of Service.

Twenty-Six County Area : Six County Area (as the Unadjusted Boundary Stands at Present).—The relations of the Railways in the Six County Area to those in the rest of Ireland were referred

lasmuich díobh agus cuid aca sa dhá líomatáiste. Is fuirist é sin do thuigsint ón gclár so leanas :—

	6 Contaethe. Mile.	26 Contaethe Mile.
Cóluchtaí laistigh de sna sé Contaethe ar fad	417	—
Cóluchtaí laistigh de sna 26 Contaethe ar fad	—	2,218
Cóluchtaí sa dá líomatáiste	355	485
	772	2,703

Abairmís ná beidh aon cheangal idir an dá líomatáiste. Do mhínigh ar gCathaoirleach an dlí an 17adh lá de mhí na Béaltaine agus bhí an ceart aige gan aon dabht. Beidh na Bóithre Iarainn fé Rialtas an tSaorstáit amach is amach sna 26 Contaethe. Is ionann san agus a rá go mbeidh bóithre iarainn an Tuaiscirt fén Saorstát mar ní hamháin go bhfuil cuid mhaith de sna líntí sna 26 Contaethe ach go bhfuil árd-oifig cóluchtaí an Tuaiscirt i nBaile Atha Cliath. Bheadh bóithre iarainn na 6 Contaethe fé Chomhairle na hEireann agus is ós na 26 Contaethe a cheapfaí a leath san agus an leath eile ós na 6 Contaethe.

Urús na mBarúntacht.—Nuair a bhí gach aon rud ar fheabhas do cailltí airgead ar a lán de sna bóithre iarainn ag a bhfuil urús barúntachta. Chífear ó aguisín a dó go mbíodh ualach trom ar cheanntair na mbóthar iarainn sin i gcomhnuí. Tá aon bharúntacht amháin ann (Corca Dhuibhne, i gCo. Chiarruidhe ar a bhfuil urús i dtaobh an bhóthair iarainn atá idir Tráighlí agus an Daingean) agus do réir meastacháin a dhin cúpla fínné amach níor bhfoláir 9*s.* 2*d.* fén bpúnt do leaga chun é do chimeád ar siubhal.

Bóithre Iarainn na gCoiréal Guail.—Do dineadh trí bóithre iarainn chun na gcoiréal guail le linn an chogaidh mhóir agus cailltear airgead ar a n-oibriú. Chun lámh chonganta do thabhairt do choiréil ghuail Chaisleán an Chumair, Chnocán na Mactíre agus Airgne a dineadh san. Chnosnuigh na bóithre iarainn sin £160,000, £125,000, agus £60,000 fé seach gan cóir i bhfuirm druacaillí agus mar sin de do chomhaireamh.

Gearánta mar gheall ar Bhainisteoireacht.—Ní rabhamair a bhfad ag obair ar an gCoimisiún nuair a bhíomair sásta go gcaithfí atharú éigin do dhéanamh ar na bóithre iarainn, agus do shocruighmear ag an 6adh suidhe a bhí againn nár cheart aon fhínné do thabhairt dúinn ach fínné i dtaobh an atharuithe ab fhearr.

to in the course of the proceedings. Some of the Railways are entirely within the Six County Area, some entirely without, and some partly within and partly without the Twenty-Six County Area. The following table shows the division, with mileage in each area :—

	Six County Area.	Twenty-six County Area.
	Miles.	Miles.
Companies wholly in Six County Area ...	418	—
Companies wholly in Twenty-six County Area	—	2,219
Companies partly in both Areas ...	355	486
	773	2,705

Assuming no political fusion of the Twenty-Six County Area and Six County Area, the legal position, as stated by our Chairman, on the 17th May, is unquestionably this : In the Twenty-Six County Area the Free State Government will be the sole and absolute authority. Within this authority will be the Great Northern Railway Company, which, besides having so much of its line in the Twenty-Six County Area, has its Headquarters and Registered Office therein. Within the Six County Area the jurisdiction over Railways is the Council of Ireland, half of whose representatives must be selected from the Twenty-Six County Area and half from the Six County Area.

Baronially Guaranteed Railways.—Even in normal times many of the Baronially Guaranteed Railways were run at a loss; and the burden of the guaranteeing areas was always very heavy, as appears from Schedule No. 2. In one case (the Barony of Corkaguiny, County Kerry, guaranteeing the Tralee and Dingle Line), it was estimated by some of the witnesses that after August, 1922, the guarantee will amount to the sum of 9/2 in the £.

Colliery Railways.—Three Colliery Railways were built during the War. Each of them is run at a loss. Substantially, they were a subsidy to the Collieries in the Castlecomer, Wolfhill, and Arigna districts. They cost £160,000, £125,000, and £60,000 respectively, exclusive of rolling stock.

Complaints Against Irish Railway Management.—On the sixth day of our sittings we intimated that we had come to the conclusion that some change in the Irish Railway System was advisable, and suggested that the evidence thenceforward should be limited to the issue as to what form of change was most desirable. In view of this intimation a number of complaints, which we had reason to anticipate would have been presented against the Rail-

Mara mbeadh an socrú san cloisfimís a bhfad níos mó gearán mar gheall ar an slí 'na ndineann na bainisteoirí nithe bun os cionn. Tuigimíd go maith, ámh, ón méid a chualamair cad é an saghas iad go léir. Bainfimíd an croiceann den scéal anois, ach ba mhaith linn a rá ar dtúis gur Eireannaigh na fir atá ag stiúra na mbóthar iarainn, agus caithfimíd a rá leis, go stiúruítear maith go leor iad mar ghnóthaí phríomháideacha. Ach an rud a bheathuíonn duine marbhuíonn sé duine eile agus is féidir rudaí do dhéanamh ar mhaithe le lucht scaranna ná raghaidh chun tairbhe aon dreama eile sa tír.

Seo iad na nithe ar a dineadh gearán :—

1. Go bhfuil na hidir-rátaí ó Shasana go hEirinn ró-íseal i gcomparáid leis na rátaí a díoltar in Eirinn féin agus ná fuil cothrom na féinne le fáil ag fear déantúis Bhaile Atha Cliath fé mar tá ag fear déantúis Bhirmingham, cur i gcás.
2. Go bhfuil na rátaí in Eirinn féin ró-árd.
3. Nách ionann na rátaí ar fuaid na tíre ; dhá thuras ar chó-fhaid agus nách ionann na rátaí ortha
4. Go mbíonn lucht na gcólucht dall agus mí-chríochnúil mar ná bíd ach ag cuimneamh ar cionnus is féidir an brabach is mó do dhéanamh ; gur ceart dóibh tabhairt fé saor-rátaí do leaga i gcóir earraí na tíre d'fhonn cabhrú leis an dtír, ní do dhéanfadh tairbhe dóibh féin luath no mall.
5. Ná tugtar aon tora ar ghearán i dtaobh moille ná cailliúna.

Is mian linn tagairt do dhéanamh don chúig saghas gearáin sin in áit a chéile.

1. Maidir le hidir-rátaí seo sampla do chur fínné ó Ghaedhal-Chumann na Muilneoirí Plúir isteach a theasbáineann cad air go ngearántar.

LIVERPOOL AGUS AN CABHAN.

Trí Bhaile Atha Cliath.	An M.T. 6 Tonna.	An T. 5 Tonna.	An M.T. 4 Tonna.	An T. 2 Thonna.	An T. Tonna.
	s. d.	s. d.	s. d.	s. d.	s. d.
Liverpool go Baile Atha Cliath	18 4	18 4	18 4	18 4	18 4
Cearrúlocht i mBaile Atha Cliath.	4 3	5 3	4 3	5 3	5 3
Baile Atha Cliath go Cabhán	24 10	24 10	28 8	28 8	28 8
Na rátaí áitiúla le chéile ...	47 5	48 5	51 3	52 3	52 3
Idir-rátaí trí Bhaile Atha Cliath	34 6	34 6	34 6	37 2	44 10
An deifríocht	12 11	13 11	16 9	15 1	7 5

way Management, were not presented. But the complaints which were given in evidence sufficiently show the tenor of the complaints in general. Before dealing with them we think it right to point out that Irish Railways are directed and managed by Irishmen, and we are further of opinion that, viewed as private concerns, the Irish Railways, broadly speaking, are not ill-managed, but, as will be seen, we think that what is good management from the point of view of the Shareholders may not be the best kind of management for the country.

The evidence as to complaints given by users of the Railways was of five classes :—

1. That through rates from Britain to Ireland are low compared with internal rates, so that, for example, a Dublin manufacturer is disadvantaged in comparison with a Birmingham manufacturer.
2. That the internal rates are too high, and that collection and delivery facilities are not generally given.
3. That there are many anomalies, as shown by the rates between two given points as compared with the rates between two other points, the distances being more or less the same.
4. That in many particulars the Railway Companies do not feel justified in giving cheap rates where to do so would be an obvious advantage to the community; that they do not take the long view, but are concerned solely with the payment of dividends in the immediate future; that a policy of this kind, even if it be an advantage to the Shareholders (which is doubtful), is an obstacle to the progress of the country.
5. That complaints as to loss or delay in transit are either ignored or not properly attended to.

We shall deal very shortly with these complaints seriatim.

1. As to low through rates, the following example, quoted by the witness on behalf of the Irish Flour Millers' Association, illustrates the nature of the complaint :—

LIVERPOOL AND CAVAN.

Via Dublin.	M.G.W.R. 6-ton lots.	G.N.R. 5-ton lots.	M.G.W.R. 4-ton lots.	G.N.R. 2-ton lots.	G.N.R. 1-ton lots.
	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.	Per ton. s. d.
Liverpool to Dublin	18 4	18 4	18 4	18 4	18 4
Dublin Cartage ...	4 3	5 3	4 3	5 3	5 3
Dublin to Cavan	24 10	24 10	28 8	28 8	28 8
Sum of Locals ...	47 5	48 5	51 3	52 3	52 3
Through Rate via Dublin ...	34 6	34 6	34 6	37 2	44 10
Difference ...	12 11	13 11	16 9	15 1	7 5

Deireann muintir na geólucht mar fhreagra air sin agus ar a leithéid ná fuil aon leigheas aca air. Ní bhíonn sé amhlaidh ach in áiteanna 'na mbíonn níos mó ná aon tslí amháin chun dul ann,dhá shlí i gcomórtas le chéile, ceann aca i dtír agus an cuid is mó den cheann eile ar mhuir. Is fuirist a thuisgint gur saoire árthach ná traen, agus fágann san gurb éigin don traen an t-ualach d'iompar ar ráta níos ísle ná an gnáth-ráta no ná geobha sé an t-ualach le hiompar.

Maidir leis an sampla do tugadh, tá rogha slí ag fear Liverpool chun a chuid earraí do chur go dtí an Cábhán, trí Bhaile Atha Cliath no trí Dúndealgan. Ní gá ach súil-fhéachaint do thabhairt ar an léarscáil chun an scéal do thuisgint, mar is sia a bhfad an bóthar iarainn ó Bhaile Atha Cliath go dtí an Cábhán ná an bóthar iarainn ó Dhúndealgan go dtí an Cábhán, cé gur giorra an long-turas. Is saoire i gcomhnuidhe earraí d'iompar ar uisce ná ar tír. Dá bhrí sin, ni úsáidfí slí Bhaile Atha Cliath in aon chor mara bhfuighfí ráta beagnách chó híseal le ráta Dhúndealgan (an ceann go bhfuil níos mó den fhairge agus níos lú den tír ann) agus dá bhrí sin arís caithfidh an ráta san a bheith níos ísle (maidir leis an geuid de bhaineann leis an dtír .i. an bóthar iarainn) ná mar a bhíonn sé de ghnáth idir Bhaile Atha Cliath agus an Cábhán. Mara mbeidh beidh fear Baile Atha Cliath chó holc as agus tá sé fé láthair mar beifear ag cur plúir go dtí an Cábhán trí Dhúndealgan i gcomórtas leis i gcomhnuidhe agus is lú rátaí árthaigh agus bhóthair iarainn le chéile ná na rátaí trí Bhaile Atha Cliath. Chun é sin do chur de deireann an fear céanna i mBaile Atha Cliath gur ceart a rátaí féin d'ísliú nuair a bhíonn comórtas den tsaghas san i gceist. Ach dá ndintí san (agus nílimíd siúrálta go mbeadh san do réir dlí) níor mhór do mhuintir na mbóthar iarainn ráta éigin d'árdú chun an chailliúint do thabhairt suas agus do ghoillfeadh san ar fhear éigin eile i mBaile Atha Cliath. Agus rud eile, do theipfeadh air i ndeire na scríbe, Níl aon dabht ná go bhféadfaí an ráta trí Dhúndealgan d'ísliú níos mó ná an ceann eile dá mbeadh dian-chomórtas ar siubhal eatora ós rud é gur bé an tslí is saoire ann féin é.

Mar sin samhluíonn sé dhúinn go bhfuil ciall ag baint le freagra lucht na geólucht nuair adeirid ná fuil aon leigheas aca ar an scéal.

Chó fada is a bheidh na bóithre iarainn fé stiúra phríomh-áideach beidh san amhlaidh ; ach dá mba leis an Rialtas na bóithre iarainn chaithfí gach cás d'iniúcha fé leith féachaint ar cheart an ráta d'ísliú no nár cheart. Dá n-ísleofaí é dob ionann san agus lámh chonganta do thabhairt do pé gnó no tiúscal a bheadh i gceist.

2. Sé an chéad ghearán eile ach go bhfuil na rátaí tíre ró-árd. Táthar ag rá an ruda chéanna leis na blianta, agus bhí an cheist seo á phlé os cóir Choimisiúin eile (1906-1910). Is léir go ndineann na rátaí atá i bhfeidhm fé láthair ana-dhíobháil do thiúscal na tíre. Tugadh fíonné táchtach chreidiúnach á rá gur minic a siubhaltar beithígh fiche míle go dtí an t-árthach i mBaile Atha

The answer of the Railway Companies to this and the like complaints is that the lowness of the through rate is the necessary result of an inexorable principle that where between any two given places there are two competitive routes—the one long-sea short-land and the other short-sea long-land—the former is in the nature of things the cheaper route, and that to compete with it the short-sea long-land route must reduce its rates to an unnatural level.

Thus, in the case given, the Liverpool consignor has alternative routes--one *via* Dublin to Cavan, and the other *via* Dundalk to Cavan. A glance at a map shows that the route *via* Dundalk involves much less land carriage, though a somewhat longer sea carriage. Carriage by sea is invariably cheaper than carriage by land. Consequently the route by Dublin to Cavan will either not operate at all or will operate at a rate which must be practically as low as the long-sea short-land route by Dundalk, and which therefore must be lower, so far as the land route is concerned, than the normal rate for land carriage operating from Dublin to Cavan. If it does not, then the position of the Dublin manufacturer is just as bad as it is now, because he will have to face the competition with the flour consigned to Cavan *via* Dundalk, which is carried by that route at a total rate lower than the total rate now charged *via* the Dublin route. The Dublin manufacturer, to get rid of this, suggests that the local rate for his goods to which this competition applies, should be lowered. If so, they must likewise be lowered to an abnormal level, which, granting the legal validity of the abnormal rate (and this is very open to question), would have to be made good by having the Railway rates raised in some other direction, and so would hit some other Irish traders and manufacturers. And, further, this abnormally low rate, Dublin to Cavan, could be and undoubtedly would be effectively countered by a cut in the Dundalk rate, for that route, being in its nature a cheaper route, can always afford to underquote the Dublin route.

Consequently it seems to us that, in the main at all events, the Railway answer, that their policy is inevitable, is a good answer.

As long as a railway system is privately owned, this state of things will continue. In a State owned railway serious consideration would have to be given to the question whether a low local Irish rate could not be provided to meet each case, such rate being, of course, in effect a subsidy.

2. The main part of the next complaint is that the internal rates are too high. This complaint has always been made against the Irish Railways, and much ground was traversed on the subject by the Scotter Commission (1906-1910). At the present time it is clear that the rates charged are a severe handicap upon all industries; the witness on behalf of the Irish Cattle Traders' and Stockowners' Association told us that cattle for export were now frequently walked to the Port of Dublin from a distance of

Cliath toisc a aoirde atá na rátaí. Admhuigheann muintir na mbóthar iarainn go bhfuil na rátaí an-árd ach deirid gur bé an t-árdú mór páidh agus luach gach ruda atá le ceannach aca fé ndear san. Deirid, leis, nách mór na rátaí bheith árd go leor chun costas oibriú na mbóthar iarainn do dhíol agus chun brabach réasúnta do dhíol ar na scaranna chó maith, agus má ísleofar na rátaí tíre nách mór cothrom do dhéanamh i slí éigin eile, rátaí ar rudaí a chuirtear thar sáile cur i geás ; sé sin go mbeadh cúis gearáin ag na feirmeoirí, cé go bhfuilid i gcruadh-chás cheana.

3. Maidir leis na rátaí a bheith trí chéile, tá an sceál céanna le hinsint i ngach tír, is cuma na bóithre iarainn fén Rialtas nó fé chóluchtaí phriomháideacha, agus ní fhéadfaí é sin do sheachaint pé aireachais a tabharfaí dho.

4. Maidir le cabhrú le tiúscal na tíre, deirtear na féachann lucht na gcólucht rómpa mar ba cheart dóibh. D'éisteamair fínné táchtach ón R.D.S. .i. go gcuirfí na teasbánta ar neamhní ar fad go luath mara n-ísleofaí na rátaí ar iompar bheithidheach, táid chó hárd san. Chuireamair suim i bhfínnéacht Aire na Talmhuíochta ag teasbáint ná raibh saor-ticeudaí ná aon rud den tsaghas san le fáil ag na cigirí, cé go bhfuil oideachas ar cheann de sna rudaí is táchtaí don náisiún.

5 Sé ár dtuairim ná tugann cuid de sna cóluchtaí aon tora ar lucht ghearáin. Gan dabht bíonn cuid de sna gearánta go suarach agus cuid aca gan bunús ach má bhíd ní dhíolann fiacha fiacha eile agus ní haon iongna go mbíonn ceannuitheoir macánta ar buile nuair fhaghann sé freagra oitir no nuair a fágtar gan freagra é uaireannta tar éis dá chuid earraí bheith ar seachrán ar an mbóthar iarainn ar feadh cúpla mí no imithe amú ar fad béidir.

Ní dóigh linn go n-eiróidh go ró-mhaith san am atá le teacht le sna daoine gur leo na bóithre iarainn ná leo so a úsáideann iad ach an oiread mara geuirfidh an Rialtas feabhas ar an scéal ar shlí éigin.

Dubhramair cheana go raibh pá lucht oibre na mbóthar iarainn ró-íseal roimh an choga mhór. Ní féidir é sin do chasa le lucht bainisteoireachta na mbóthar iarainn mar dob ionann an scéal i ngach áit beagnách an aimsir úd—ba chuma le muintir na hEireann é agus dob fhearrde dhóibh é, mar dá luighead é pá lucht oibre is eadh is saoire costas beatha an fhurmhóir.

Tá an aimsir úd imithe. Tá lucht oibre géarchúiseach go leor anois agus ní ghéillfid ró-bhog d'éinne, agus san am gcéanna ba mhaith le muintir ná hEireann ná diúltófaí d'éileamh lucht oibre an fhaid is a bhíonn siad réasúnta. Rudaí táchtacha iseadh ad san ; agus admhuítear nách féidir na rátaí d'árdú mar go bhfuilid ag goilliúint ar ghnó agus ar thráchtáil na hEireann mar atáid.

twenty miles in order to avoid the Railway charges. The Companies admit that the present rates are abnormally high, but say that this is the result of the enormously increased cost of labour and materials. The Companies further say that the rates must be such as to defray (1) the actual working cost and (2) a reasonable dividend or interest; and that if internal rates are lowered, the loss must be met by a rise in, say, export rates to Great Britain, with the result that the main industry of the country—agriculture—already hard hit by a falling market and foreign competition, will suffer severely.

We are of opinion that Collection and Delivery Rates should be more generally given.

3. As to anomalies, the answer is that apparent anomalies exist everywhere; they are to be found in every Railway system, whether State controlled or not, and that with the best intentions in the world it is impossible to avoid them.

4. As to the charge that the Companies do not take a sufficiently broad view of the position of industries, and their duty, so far as is feasible, to promote them, remarkable evidence was given on the part of the Royal Dublin Society. It was to the effect that the Agricultural Shows would cease to exist if the high charges made for the carriage of animals for exhibition are maintained. So, also, evidence was given on the part of the Department of Agriculture, to which we attach importance, that no special facilities or special rates were given to Agricultural Inspectors engaged in the process of education, upon which the future of the country so largely depends.

5. We are of opinion that some of the Irish Railway Companies fail to give adequate attention to complaints. Granting that many complaints are, upon investigations, proved to be unfounded, there seems no reason for the evasive dilatoriness which is frequently apparent when an honest trader seeks to have a remedy when his goods are delayed or lost in transit.

There are several reasons why we think that the prospects either of the Railway Companies or of those who have to use them are not particularly bright unless some improvement in the Irish Railway System is effected as the result of State action.

We have already referred to the underpayment of railway labour before the war. In this connection it is not easy for any of us to cast a stone at the Railway Management, for the underpayment of Irish labour in those days was general; the conscience of the community suffered it, and the bulk of the community took profit by it.

The circumstances are now altogether changed; labour is fully alive to its rights, and the country is not averse from any labour demand that is within the bounds of justice and reason. The altered condition of affairs, however, has a very important bearing on the problem we have to consider. It is admitted that Railway rates can go no higher, and even at present levels they are exercising a depressing influence on Ireland's trade.

Dá bhfágtaí na cóluchtaí mar atáid gan cognamh ná cur isteach ón Rialtas samhluítear dúinn go mbeadh troid agus clampar ann nuair a déanfaí iarracht ar phá agus thuarastal do leaga anuas agus ar choiníollacha do dhéanamh níos déine. Dá olcas é staile no dúna ar na bóithre iarainn go dtí so ba sheacht mheasa a bheadh sé anois agus an tír chó trí chéile agus atá.

Do réir cuid de sna fínnéithe tá feirmeoireacht go dona fé láthair.

Tá comórtas an eachtrannaigh ag dul i méid agus i ndéine in agaidh an lae. Níl aon luigheadú gur bhfiú a áireamh ar fhiacha na rudaí go bhfuil ar an bhfeirmeoir a cheannach agus níl an glaoch céanna ar na hearraí atá le díol aige toisc tráchtáil agus gnó Sasana bheith go dona agus toisc coga agus uile bheith ar siubhal cois baile. Lasmuich den choga sé an scéal céanna é ins gach aon tír is cuma iad a bheith páirteach sa choga mhór no gan a bheith.

Seo iad na rudaí is táchtaí do réir ár dtuairime tar éis dúinn an fhínnéacht go léir d'aireachtaint :—

1. Má fhéachtar ar na bóithre iarainn mar ghnóthaí phríomh-áideacha caithfear a rá ná fuil mórán bun os cionn leo.

2. Ní réitíonn an dá ní le chéile .i. an obair do dhéanamh ar mhaithe le lucht scaranna agus ar mhaithe le muintir na tíre.

3. Bítear ag sior-ghearán go ndineann na bóithre iarainn díobháil do ghnó agus do thiúscal na hEireann ; níl aon mhuinghin ag muintir na hEireann asta.

4. Mara mbeadh a ísle a bhí pá lucht oibre roimh an choga mhór ní bainfí an oiread san airgid as na bóithre iarainn agus do baineadh.

5. Tá airgead na traenach agus na rátaí chó árd san go ngoillfid go trom ar thráchtáil na tíre ; agus sa tslí 'na bhfuilid anois ní fhéadfadh na cóluchtaí aon atharú do dhéanamh ar an scéal.

6. Is baolach go mbeidh troid idir lucht oibre agus na cóluchtaí gan a thuille moille.

7. Dá ndintí cúpla cólucht de sna cóluchtaí go léir no dá ndintí aon chólucht amháin díobh do sábhálfaí airgead go leor gan dabht ach ní láithreach a sábhálfaí é agus ní déanfadh sábháil den tsaghas san an t-achrann do réiteach.

8. Cailltear ana-chuid airgid ar na bóithre iarainn go mbaineann urús barúntachta leo agus tá an iomarca le díol ag na ceantair 'na bhfuilid.

9. Ní mór bóthar iarainn Bhaile Atha Cliath, Cill Mhantáin agus Loch Garmain do thabhairt ón bhfairge tamal ar an dtaobh theas de Bhrí Chualann.

10. Tá dhá rogha ag an Rialtas anois : (1) leogaint do sna cóluchtaí bheith ag troid le lucht oibre gan aon chur isteach do dhéanamh ortha (pe'ca 46 cinn no 3 cinn no ceann amháin a bheidh ann) ; no (2) na bóithre do cheannach no airgead do bhronna ortha chun cúiteamh do dhéanamh sa chailliúint.

Should the Companies be left as they are—private concerns, neither helped nor hampered by State aid or interference—it seems certain that there will be a bitter conflict in the atttempt to cut down wages or worsen conditions of service. A general railway strike or lockout is at all times a most grave matter, inflicting a serious and possibly permanent loss upon the community. But in the present condition of Ireland it is obvious that a general railway strike might well be disastrous.

The picture drawn by some witnesses of the agricultural prospects of the country is not encouraging. The Irish producer has to face a keen and increasing foreign competition, greatly increased cost of production, a shrunken demand owing to stagnant British trade, and constant labour troubles and political unrest and warfare at home. These conditions, save the last ,are common to all countries, not excluding those which had the good fortune to escape being involved as belligerents in the World War.

The pertinent conclusions that seem to us to emerge from the evidence may be summarised thus :—

1. The Railways, considered as mere private concerns, have not been badly managed.
2. The Management for private gain frequently conflicts with the public interest, and where it does the former naturally prevails.
3. Complaints that the Railways are hampering industries are made again and again ; there is no faith in Irish Railway Management.
4. Pre-War dividends were largely the result of underpaid labour.
5. Fares and Rates are at a level which does much damage to the trade and commerce of the country ; and the conditions are such that the Railway Companies under existing conditions cannot appreciably reduce them.
6. There is grave danger of an immediate conflict between Railway labour and the Companies.
7. While unification or grouping of the Railways would eventually produce considerable economy, yet the relief would not be immediate, and would not be adequate to meet the situation.
8. The Baronial Guaranteed Lines are run at a high loss, and the burdens on the Guaranteeing Areas are intolerable.
9. The Dublin and South-Eastern Railway Company must, some time or another, be brought more inland south of Bray.
10. The choice before the Government seems to us to lie between two alternatives—namely, (1) to allow the Companies, either as they stand, or unified, or grouped, to fight out the questions in dispute with labour, or (2) to subsidise or acquire the Railways.

CUID A II.

An tsli ab Fheaar chun na Bóithre Iarainn D Oibriú Feasta.

An Plean Bainisteoireachta is Stiúrthuithe is fearr

Tá gach saghas argóinte ann a theasbáineann gur fén Rialtas is ceart na bóithre iarainn a bheith.

Seirbhís puiblí iseadh iad díreach ar nós an phuist, an ghutháin agus an telegraif; dinid maitheas éigin, beag no mór agus is ón Rialtas a fuaireadh cead chun a ndéanta agus chun iad do chimeád ar siubhal. Ní ciallmhar an rud é gnó den tsaghas san a bheith á oibriú mar ghnó phríomháideach mar mhaithe le dream beag amháin.

Baineann san le hEirinn go mór-mhór. Tá an tír ar tí saol nua do thosnú agus níl aon dabht ná go ndéanfar gach iarracht is féidir chun tráchtáil is tiúscal do chur chun cinn. Braitheann an dea-obair go mór ar na bóithre iarainn, agus an fhaid agus a bheid san fé stiúra phríomháideach ní fhéadfaidh an Rialtas a chion féin do dhéanamh. Is dóichí gur mire agus gur saoire a bheadh an t-iompar dá n-oibrítí na bóithre iarainn ar mhaithe leis na daoine in ionad iad a bheith á n-oibriú ar mhaithe le lucht scaranna amháin. Ní ghoillfeadh sé ró-mhór ar an Rialtas cuid den sochar do chailliúint no roint airgid do dhíol uatha féin ar feadh tamail agus dá leanfadh an chailliúint féin is mó an sochar ná an dochar do thiocfadh as don Náisiún.

Is fiú rud éigin tuairim na ndaoine. Creidtear gur biad na bóithre iarainn fé ndear a laige atá déantúsaí na hEireann. Téidheann an tuairim ró-fhada, dar linn, ach is díobháil do thráchtáil na tíre a leithéid de thuairim do bheith ann in aon chor. An tugthacht atáimíd chun milleán do chur ar dhuine eile i dtaobh rud a theipeann orainn féin iseadh a chuireann sinn go minic ón slí cheart do lorg chun leigheas d'fháil ar scéal.

Ach mar sin féin, dá mbeadh an stiúra díreach fén Rialtas d'fhéadfaí cur 'na choinnibh go dian. Sé an stiúra agus ní hé an tseilbh bheadh ag déanamh buartha do dhaoine.

Sé an chéad rud a déarfaí 'na choinnibh ná go mbeadh cúrsaí caidrimh agus cúrsaí poilitíochta ag cur isteach ar an obair. Ar an ndara dul síos deirtear gur leisciúla an lucht oibre bhíonn fé stiúra an Rialtais ná an lucht oibre bhíonn fé stiúra phríomháideach. Is gairid an mhoill ar lucht scaranna cnáimhseáil do dhéanamh nuair a thuiteann luach na scaranna mar ní túisce thárluíonn sau ná tuigid go bhfuil a n-ioncum ag dul i luighead; ach i gcás bóthar iarainn an Stáit is cuma le lucht díolta cánach rud beag sa mbreis a bheith le díol aca in aghaidh na bliana; ní maith leo é ach sin a bhíonn ann.

PART II.

The Best Methods of Administration, in the Interests of the Shareholders, the Employees, and the Public.

Suggestions for Future Management and Control.—Looking at the matter in the abstract, it is difficult to see an answer to the argument that a railway service should be not only owned, but controlled by the State.

The railway system of a country is a public service, just as the postal, telephone, and telegraph services are public services; every person in the community derives benefit, more or less, from it; it is a monopoly owing its existence and maintenance to powers conferred by the State. Mere theory furnishes no reason why a monopoly of the kind should be run as a private concern in the interests of a very small section of the community.

Considerations of this sort are of special force in their application to Ireland. The country is about to enter upon a new career, in which it is safe to anticipate that every effort will be made to develop its resources. The powers of any Government in that direction would be greatly hampered if the principal means of transport—upon which industries of all kinds so much depend—were in the hands of private individuals. A stimulus to an industry, in the shape of quick or cheap transit, is much more likely to be applied when the transit is run for the public benefit than when the management is entirely concerned with the payment of dividends. In the former case a loss of profit or even a running loss may reasonably be faced, in the hope that the loss will be merely temporary, or if otherwise, that it will be balanced by a gain to the nation as a whole.

Further, the existence of a strong public opinion upon this question is of some consequence. There is a widespread belief that the Railway Companies are "killing Irish industries." While we think that that criticism is too sweeping, yet the existence of the belief upon which the criticism is founded is itself a bad thing for our commerce; the proneness to attribute our own want of success to somebody else's fault frequently deflects energies from the direction in which improvement is to be found, if it is to be found at all.

But there are powerful general objections to a system in which State ownership and State management are combined. These objections are mainly to the management, not to the ownership.

The first objection to State management is that the concern is, to some extent, at the mercy of local, sectional, or political pressure. The second is that the incentive to efficient working is greater in a privately managed concern than in a publicly managed concern. Anger a shareholder by depriving him of his dividend, and he will speedily make himself heard, for the touch upon his means of livelihood is very direct; run a State Railway at a loss and within limits, the taxpayer will look at the slight increase of taxation as a necessary, if unpleasant, incident of existence.

Ní gá dhúinn aon rud deimhnitheach do rá i dtaobh na dtuairimí n mar is dóigh linn go bhféadfaimíd plean nua do cheapa, plean ná beidh na pointí sin 'na choinnibh. Do réir ár bplean-na beidh an tseilbh ag an Rialtas gan an stiúra díreach bheith aca.

Ard-Bhórd Neaspleách.

Molaimíd go gceannóch an Rialtas na bóithre iarainn ach ná beidh an stiúra fé Aire Stáit ach fé sna daoine is mó go mbíonn baint aca leis na bóithre iarainn.

Cheapfaí bórd no comhairle chuige sin ag a mbeadh gach comhacht maidir le bainisteoireacht. Ochtar a cheapfaí ar an mbórd .i.

1. Cathaoirleach; ní dhéanfadh éinne an gnó ach duine ag a mbeadh eolas ceart ar obair bhóthair iarainn; an Rialtas do cheapfadh an Cathaoirleach so. D'fhanfadh sé in oifig ar feadh chúig mblian agus bheadh tuarastal oiriúnach ag dul do; bheadh sé 'na phrímhstiúrthóir ar an obair ar fad.
2. Fear do cheapfadh lucht déantús na hEireann. Toisc gan cumann eile do bheith ann chun so do dhéanamh béidir gur bé an Cumann um Aibiúchán Tiúscal is fearr chuige go gcuirfear cumann níos oiriúnaí ar bun.
3. Fear a cheapfadh lucht tráchtála is ceannuíochta trí sna Comhairlí Tráchtála.

4 agus 5. Beirt a cheapfadh Comhairle na bhFeirmeoirí no pé comhairle a bhainfidh le hAireacht na Talmhuíochta as so amach.

6 agus 7. Beirt do cheapfadh lucht oibre na tíre.

8. Oifigeach ó Aireacht an Airgid.

Is beag ar fad an deifríocht a bheadh idir an obair a bheadh le déanamh aca san agus obair stiúrthóirí an lae iniú; do pléifí gach ceist tháchtach rómpa; sé an Cathaoirleach do cheapfadh na pleannana stiúrtha. Trí bliana téarma oifige na mball go léir ach amháin an Cathaoirleach agus gheobhaidís tuarastal. Bheadh bhóta teilgthe ag an gCathaoirleach le linn do bhótaí an dá thaobh bheith có-ionann.

Do bheadh muinghin ag gach éinne go n-oibreoch bórd den tsaghas san na bóithre iarainn gan bhásta agus mar mhaithe leis an náisiún.

Mar adubhramair cheana, ba mhór an t-atharú ar an saol é na búird stiúrtha ná bíonn ach ag cuimhneamh ar lucht scaranna do chur ar neamhní, agus dream a fhéachfadh chun maitheas na tíre go léir do chur 'na n-ionad, agus sin é an chúis is mó

Without expressing any concluded opinion upon these objections, we think a system of State ownership without State management can be devised to which these objections will not apply.

State Ownership with Independent Railway Board.—We recommend that the Government should purchase the Irish Railways; but that the management should not be directly under a State Minister, but should consist of persons representing the interests most vitally and directly affected by Railway management.

A National Railway Board should be constituted which would have absolute powers of management. That Board might be constituted as follows:—

1. A Chairman, who should be a Railway Expert of wide managerial experience. His nomination to be with the Government. He should hold office for a period of five years; he should have a salary commensurate with the importance of his position; he would be, in effect, the Managing Director of the entire system.
2. A Representative of the Manufacturing Industries of the country, to be nominated by the Manufacturers. There is, so far as we know, no Manufacturers' Association in Ireland; the Industrial Development Associations might be asked, pending the formation of a Manufacturers' Association, to nominate this representative.
3. A Representative of Trade and Commerce, to be nominated by the Chambers of Commerce.

4 & 5. Two Representatives of Agriculture, to be nominated by the Council of Agriculture or other vocational Council attached to the Ministry of Agriculture, which may hereafter be set up in connection therewith.

6 & 7. Two Representatives of Labour.

8. A Government Official to represent the Irish Treasury.

The duties of Numbers 2, 3, 4, 5, 6, 7, and 8 would be analogous to those of the present Railway directors. All questions of policy would come before them; the Chairman would be the Chief Executive Officer to see that the policy was carried out. They should hold office for, say, three years, and all save the last should receive reasonable remuneration, having regard to their duties. The Chairman would have a casting vote in case of an even division.

A body so constituted would command the confidence of all sections of the public, and could be relied on to see that the Railways are economically and efficiently worked for the benefit of the country.

While we ground our opinion in favour of State ownership mainly upon the results that we would expect from the changed policy that would follow from the substitution for Boards of Directors, concerned with the payment of dividends, of a body

gur mholamair an socrú atá luaidhte againn. Ach bheadh eabhas eile ar an scéal agus sábháilt airgid leis dá ndintí do réir ár bplean. Pé slí 'na bhféadfaí aon chólucht amháin do dhéanamh de sna 46 cóluchtaí atá ann fé láthair gheobhfuí (1) ucht stiúrthuithe agus bainisteoireachta do luigheadú, (2) na raeneacha agus a mbaineann leo do chó-órdú, (3) standard do chur i bhfeidhm maidir le déanamh inneal, trucailí, cóistí, etc., agus (4) mór-chuid do cheannach le chéile in aon iarracht amháin.

Sé ár dtuairim leis go bhféadfaí níos mó gléasanna iompair (innil, trucailí, cóistí, etc.) do dhéanamh in Eirinn ná mar a dintear fé láthair, gan airgead do chaitheamh in aisce.

Baint ag Lucht Oibre leis an mBainisteoireacht.—Is dóigh le cuid againn gur ceart an obair do roint idir lucht oibre agus na bainisteoirí fé stiúra an Ard-Bhúird roimh-ráite. Is dóigh leis an gcuid eile ámh, nách féidir san do dhéanamh.

Molaimíd rudaí áirithe i gcuid a III. den tuarasgbháil seo i dtaobh có-bhúird do chur ar bun chun ceisteanna oibreachais do réiteach agus táimíd go léir ar aon aigne gur ceart don Ard-Bhórd agus do sna có-bhúird na smaointe atá sa mhír dheireanach do chur trí chéile.

Ceist an Airgid.—Maidir le hairgead, sí an Dáil, thar cheann an Náisiún a chaithfeadh é sholáthar chun an ceannach do dhéanamh.

Molaimíd Cúirt do chur ar bun chun a fháil amach cad is fiú £100 stoc (Debentúr, Céad Eileamh, no Gnáthach do réir mar a bheidh) de gach cólucht do cheannófaí; agus ansan go dtabharfadh an Rialtas Bannaí Bhóthair Iarainn do gach duine ag a bhfuil scaranna ar an méid a mholfadh an Chúirt ar ráta réasúnta uis. Ba cheart duine atá no a bhí 'na bhreitheamh do bheith ar an gCúirt, agus beirt chúntasaí eolgaiseach a bheith aige chun é chomhairliú amháin, an Rialtas d'ainmneoch duine aca san agus na Cóluchtaí an duine eile.

Maidir leis na líní go mbaineann urús barúntachta leo do tabharfai bannaí den tsaghas chéanna dóibh seo ag a bhfuil scaranna agus do gheobhaidís an t-ioncum céanna as na bannaí sin agus tá á fháil aca as na scaranna anois. Molaimíd an t-urús barúntachta do chur ar neamhní.

Ba cheart don Dáil Ciste Luigheaduithe do bhunú chun go bhféadfaí roint áirithe de sna bannaí do chur i ndísc gach deich mbliana, abair.

Is fiú timpall 25 no 30 milliún púnt scaranna na mbóthar iarainn do réir marga an;lae iniu. Ní abraimíd gur bé praghas an lae iniu an praghas is ceart a thabhairt ortha. Ní aontuímíd le muintir na gcólucht ach an oiread adeireann gur ceart

having the public welfare always in view, yet there are other advantages which should not be left out of account. These advantages, which any system of unification would bring about, are of four classes—(1) The remodelling and diminution of the Supervisory Staff, including the Directorate; (2) the co-ordination of services; (3) the construction and standardisation of engines, wagons, coaches, and rolling stock; and (4) the purchasing of stores in bulk.

We are of opinion that under any unified system the building of rolling stock in Ireland could, consistently with economy and getting the best value for the money, be greatly developed.

Association of Labour with the Railway Management.—Some of the members of the Commission are of opinion that more efficient and economical administration and better co-operation between the various sections of the Railway Staffs would be attained by associating the Staffs with the responsibility for administering the system after the policy has been determined by the Railway Council. The other members are not, however, convinced that this proposal is feasible.

In Part III. of this Report we make some recommendations respecting the formation of Joint Boards to deal with labour questions, and we advise that the proposals suggested in the last paragraph should be carefully considered both by the Railway Council and the Joint Boards.

Financing the Transaction.—The nation, through its Parliament, should finance the entire undertaking when acquired.

We suggest that the best method of purchase is to set up a Tribunal which will ascertain the cash value of £100 Stock (Debenture, Preference, or Ordinary, as the case may be) in each of the acquired undertakings. When so ascertained, the State should issue Railway Bonds to each Stockholder for the amount so ascertained, bearing a reasonable rate of interest. The Tribunal should consist of a person holding, or having held, high judicial office, with the assistance of two experienced accountants (whose functions should be advisory only), one to be nominated by the Government and the other by the Railway Companies.

As to the Guaranteed Lines, similar Railway Bonds should be issued to each Stockholder to an amount which will bring him in an income equivalent to the present income from his holding, and the liability of the guaranteeing area should be extinguished.

Provision should be made by Parliament for the formation of a sinking fund, so as to redeem, say, every ten years a certain proportion of the Railway Bonds so issued.

The present market value of the entire Irish Railway Stocks is round about £25/30,000,000. We do not suggest that the present market price should be taken as the criterion of value, nor can we agree with the contention of the Railway Companies

ar meastachán do bheith do réir na praghasanna a bhí le fáil roimh an choga mhór no do réir an ioncuim a bhí le fáil an uair sin. Caithfidh an Chúirt cuimhneamh ar gach taobh den scéal agus níor mhór di leis féachaint ar cionnus is dóichí a bheidh an scéal ag gach cólucht feasta. Ní foláir di mórán ceisteanna do réiteach; an síochán no coga a bheidh againn in Eirinn, an deathráchtáil no a mhalairt a bheidh ann, cad a thiocfadh de bharr coga idir an lucht oibre agus na cóluchtaí agus cionnus a bheadh ar scéal i dtaobh páidh agus coiníollacha oibre. Ba dheacair na ceisteanna san do réiteach ní nách iongna, ach níl an oiread sa deifríochta idir iad agus ceisteanna eile a bhíonn le réiteach go minic ag daoine, is cuma breithiúin no gnáth-dhaoine iad.

Má dintear an t-athrú san caithfear cúitiú le gach duine a chailleas as post dá dheascaibh idir stiúrthóirí agus eile.

Le linn na fínnéachta do tagradh do dhream bheag d'fhearaibh mnacánta atá ar phinseann cheana féin. Bhí méid an phinsinn sin beag go leor i gcomhnuí, ach anois nuair nách féidir ach luach deich scillinge d'fháil ar phúnt, ní fiú trácht air in aonchor. £78 sa mbliain atá ag Máistir áirithe Stáisiúin tar éis do oibriú ar feadh 45 bliana.

Stáisiún i Lár na Cathrach.—Dar le h-árd-innealtóir Bhórd na n-Oibreacha ba cheart stáisiún mór do thógaint i lár na cathrach sa áit 'na raibh tigh na gcustom agus fuaramair mola ó dhream áirithe atá tar éis coiste do chur ar bun chun feabhas do chur ar Bhaile Atha Cliath. Dubhradar go bhfuighfí Ard-Oifig an Phuist do thógaint ann chó maith le stáisiún mór. Is fiú don Rialtas machtnamh ar seo, mar gan aon dabht, do sábhálfaí ana-chuid aimsire dá mbeadh aon stáisiún mhór amháin ann go mór-mhór dá mbeadh Ard-Oifig an Phuist gairid do.

Seilbh an Stáit agus a Mhalairt.—Dubhramair cheana i gcuid a 1 go mbeidh troid agus clampar ann idir an lucht oibre agus an lucht stiúrtha mara gcuirfidh an Rialtas isteach ortha agus go millfeadh a leithéid de throid an tír ar fad.

Má tá an ceart againn sa mhéid sin is léir go gcaithfidh an Rialtas lámh chonganta do thabhairt sa scéal ar chuma éigin. Níl aon dul as; mara dtógfaidh an Stát na bóithre iarainn ar fad níor mhór don Rialtas airgead do bhronna ar na cóluchtaí gan aon smacht do bheith aca ortha agus sin rud nách maith linn in aon tsaghas slí.

Le linn na hoibre do buaileadh isteach in aigne dhuine éigin againn go mbeadh gach rud sa mhullach ar an Rialtas óg nua agus gur bhfearr cognamh mar sin do thabhairt ar feadh cúpla bliain ná an plean eile, agus san do dhéanamh ar choiníoll go mbeadh na cóluchtaí toilteannach daoine lasmuich den lucht

that the value of the stocks should be estimated on the basis of their pre-war value or pre-war yield. The Tribunal must ascertain the value having regard to all the existing conditions and to the dividend-yielding potentialities of the various Companies. In this task the Tribunal must necessarily make a mental estimate of the future conditions of the country, of the probable decision of a conflict between the Companies if left to themselves, and labour, and the result of that decision upon wages and conditions. This, of course, is a difficult task, but it differs only in degree, and not in kind, from other problems which are frequently set for judicial solution, be it by laymen or by lawyers.

Any scheme for State acquisition must provide for the superannuation or other compensation of those who lose their positions in the process, including the Directors.

In this connection our attention was drawn to the position of a small body of deserving men already superannuated. The allowances formerly made were small enough, but now, having regard to the diminished value of the £, they are the merest pittances; for example, it was given in evidence that a certain retired Stationmaster has an allowance of £78 a year after 45 years of service.

Central Station.—During the inquiry a suggestion was conveyed to us from Mr. T. M. Batchen, Chief Engineer of the Board of Works, that a Central Station should be erected on the site of the Custom House; and after our public inquiry had terminated, certain gentlemen, who are forming a North-Eastern Dublin Development Committee, made a further suggestion that the Custom House site and land adjoining should be made available for a new Post Office and a Central Station as well. Such a project is well worthy of consideration by the Government, for there can be no question but that a Central Station, especially in the close vicinity of the General Post Office, would mean a tremendous saving of public time. But we have not sufficient materials before us to judge whether such a plan is advisable or feasible at present or in the near future.

The Alternative to State Acquisition.—We have already, in Part I., expressed our opinion that, if the Railway Companies are left to themselves, there will be a bitter conflict between the Management and the Employees, and that such a conflict would probably prove disastrous to the country.

If we are right in this opinion, it is obvious that State aid in some shape is necessary. The only alternative to the proposal for State ownership is State subsidy, without any public control, and this we consider quite indefensible.

In the course of our investigations it occurred to some of the members of the Commission that, in order not to embarrass a Government of a newly established State with the immediate adoption of a plan of State acquisition, a subsidy to be continued

scaranna do leigint ar na búird stiúruithe an fhaid is ná beadh an iomarca dá leithéidí ann. D'fhágadh san an focal deireannach ag lucht na scaranna. Do chuir an Cathaoirleach ceist chun tairim na gcólucht d'fháil air sin agus fuaramair freagra tar éis na tonóil puiblí do chríochnú. Tá an leitir curtha isteach againn mar aguisín don tuarasgbháil seo.

Is léir dúinn ón bhfreagra so ná tuigid muintir na gcólucht dá gcruadh-chás féin.

Ní féidir leis na cóluchtaí dar linn, an obair do chimeád ar siubhal i bhfad gan congnamh ón Rialtas, agus caithfimíd a rá gur áiféiseach an rud é ná tairgid níos mó ná mar a dhinid sa leitir sin.

Socrú Sealadach.—Munar dul thar teorainn dúinn é, deirimíd gur ceart don Rialtas sealbh d'fháil ar na bóithre iarainn anois díreach. D'fhéadfaí san do dhéanamh fé chomhachta an Achta um Rialú Bóthar Iarainn, 1871, agus coga ar siubhal.

Nuair a bheidh síocháin ann arís, ní fada go gceapfaí dlí chun na bóithre iarainn do cheannach fé mar a mholaimíd; agus b'fhuirist socrú sealadach do dhéanamh a leanfadh go gcuirfí ar dlí nua i bhfeidhm.

CUID A. III.

Lucht Oibre Agus Lucht Stiúruithe.

An Méid Daoine atá ag Obair.—I mí na Márta, 1921, bhí 30,511 daoine ag obair do sna cóluchtaí mar leanas :—

(*a*) Grádanna ag a mbíonn baint leis na traeneacha, tiománuithe, gárdaí, fir na gcomharthaí, giollaí na stáisiún, fir líne, &c., timpal	19,500
(*b*) Cléirigh, timpal	2,600
(*c*) Máistirí Stáisiún, Maoir Earraí, timpal ...	800
(*d*) Cigirí agus a leithéidí, timpal	250
(*e*) Ceárduithe, timpal	6,300
(*f*) Mná agus cailíní, timpal	1,030

Coiníollacha Seirbhíse roimh an Choga.—Roimh an Iadh lá Feabhra, 1919, ní raibh an riail mar gheall ar ocht n-uair a cluig sa ló i bhfeidhm ach imeasc grádaí áirithe sna háiteanna ba ghnóthaí .i. Fir Siúntalá agus Fir na gComharthaí.

for a few years might be suggested on the terms of the Railway Companies submitting themselves to a modified public control, which at the same time would leave the ultimate decision on questions of policy and management with the Shareholders' Representatives on the Railway Boards. Our Chairman having put a question to ascertain the views of the Companies on the matter, a reply was received after the conclusion of our public sittings, which we annex as an appendix to our Report.

This reply satisfies us that the Companies fail to appreciate the difficulties of their own position.

The suggestion as to public representation contained in that letter we consider wholly inadequate, having regard to the fact that, in our view at all events, the Companies cannot carry on at all for any considerable time without Government assistance in some form.

Interval Before State Acquisition.—If we are not exceeding our province in doing so, we suggest that the Government, in the present military emergency, should exercise the powers conferred on them by the Regulation of Railways Act, 1871, by taking possession of the Railways.

When the emergency has ceased, the interval before a statute to give effect to our recommendations and to vest the Railways in the State, could be passed, would be very short; and some temporary arrangement might be come to between the Companies and the Government so as to tide over the interval.

PART III.

The Relations Between the Railway Workers and the Companies.

Numbers of Persons Employed.—There were employed by the Irish Railway Companies in March, 1921, 30,511 persons, as follows :—

(*a*) Conciliation Grades—that is, Employees engaged in the manipulation of traffic, about ...	19,500
(*b*) Clerical Staff, about	2,600
(*c*) Stationmasters, Goods Agents, etc., about ...	800
(*d*) Supervisory Staff—viz., Inspectors, Supervisory Foremen, etc.—in the several Traffic Departments, about	250
(*e*) Employees in the Workshops, viz., Mechanics, Artizans, etc., about	6,300
(*f*) Women and Girls	1,030

Pre-War Conditions.—Prior to the 1st February, 1919, there was no eight-hour day save for such grades as Shunters and Signalmen on busy sections of line.

Mar adubhradh cheana, bhí an pá ana-íseal, sna grádanna íb ísle go mór-mhór. Do gheibheadh giolla stáisiúin idir 15*s.* agus 16*s.* 1½*d.* sa tseachtain do réir a ghráda agus na fir míle ó 13*s.* 10*d.* go 17*s.* 5*d.* sa tseachtain.

Le linn an chogaidh agus suas go ham smacht an Rialtais is ar éigin a tháinig aon atharú ar choiníollacha agus ar faid an lae oibre. Do thug cuid de sna cóluchtaí a dhó no a trí scillinge sa mbreis mar bhonus toisc an costas beatha bheith ag eirghe.

An 1adh lá d'Eanair, 1917, iseadh thosnuigh smacht an Rialtais, agus fuair an lucht oibre bonusaí ó am go ham 'na dhiaidh sin. Do dineadh atharú mór sa mbliain 1919, sa phá agus sna coiníollacha oibre.

D'árduíodh an pá go mór agus nuair do cuireadh deire le smacht an Rialtais an 15adh lá de Lughnasa, 1921, díreach roimh an chéad thionól de Chúirt Uí Charagáin, bhí 53*s.* 6*d.* ar a hughead á fháil ag giollaí stáisiúin agus ag fir míle, agus ní raibh níos lú ná £80 sa mbliain dá fháil ag aon chléireach dá ríge é.

Do dineadh atharú iongantach ar na coiníollacha ; do cuireadh standard i bhfeidhm i dtreo gur fén riail chéanna a bheadh gach fear den ghrád chéanna agus do cuireadh riail an ocht n-uair a chluig i bhfeidhm leis.

Nuair a cuireadh deire le smacht an Rialtais do ghoill na hatharuithe go trom ar na cóluchtaí agus d'iarradar go gcuirfí cuid aca ar neamhní. Dubhradar nárbh fhéidir leo an gnó do chuméad ar siubhal agus na hatharuithe sin i bhfeidhm.

Do dhin muintir na gCólucht agus muintir Chumann na gCeárd an cheist do phlé ón 8adh lá de Lughnasa go dtí an 15adh lá, agus sa deire do cuireadh Cúirt Uí Charagáin ar bun. Siad na Cumainn a bhí páirteach sa chódháil ná an A.S.L.E., an N.U.R. agus an R.C.A.

Do socruíodh eatorra na ceisteanna um phá, standard agus faid an lae oibre d'fhágaint fé chúirt ar a mbeadh cúigear a cheapfadh muintir na gcólucht, cúigear a cheapfadh an lucht oibre agus Cathaoirleach a cheapfadh an t-Ard-Seansailéir. Ní raibh sé mar choiníoll go gcaithfeadh ceachtar aca géille don bhreithiúntas.

Do shuidh an Chúirt ón 22adh lá de Lughnasa go dtí an 29adh lá de Mhí na Samhna agus nuair do theip ar an dá thaobh ré teach le chéile sa deire thiar thall, do thug Liam O Caragáin a bhreithiúntas.

As stated in a previous part of our Report, the wages, especially in the lowest grades, were extremely low. The average wages of Railway Porters varied from 15/- to 16/1½ per week, according to the classes into which they are now divided, and of Platelayers from 13/10 to 17/5 per week.

Conditions During the War and at Present.—During the War and until the period of Government Control the hours and conditions of service remained practically unaltered. In the pre-Control period a War Bonus of 2/- to 3/- per week was granted by some Companies to help to meet the increased cost of living.

The Government assumed Control on the 1st January, 1917, and thereafter granted increased bonuses. In 1919 great changes were made both in wages and in hours and conditions of service.

Thus, the wages were substantially increased, so that at the termination of Control, on 15th August, 1921, immediately prior to the first sitting of the Carrigan Tribunal, the lowest Railway Porter's wage was 53/6 per week, the lowest Platelayer's 53/6, and the lowest Clerk's, £80 per annum.

As to the conditions of service, the changes were radical in character, including a system of standardisation more or less complete and the operation of an eight-hour day on all Irish Railways.

When Government Control ceased on the 15th August, 1921, the Railway Companies found themselves embarrassed by these changes, and sought some relief therefrom, contending that, with the increased scale of wages, the principle of standardisation, and the universal eight-hour day, it would not be possible to carry on.

Negotiations were opened up, and as a result the Carrigan Tribunal was established. That Tribunal was the result of an agreement arrived at at meetings which took place from the 8th to the 15th August, 1921, between representatives of the Companies on the one hand and representatives of the following Trade Unions on the other :—

1. Associated Society of Locomotive Engineers and Firemen.
2. National Union of Railwaymen.
3. Railway Clerks' Association.

The agreement provided, in effect, that the dispute as to wages, standardisation, and the eight-hour day should be referred to a Tribunal, consisting of five members nominated by the Railway Companies and five members nominated by the Railway Trade Unions, and of an independent Chairman, to be nominated by the Lord Chancellor, who nominated Mr. William Carrigan, K.C. The agreement did not provide that the parties should be bound by the Award.

The Tribunal sat from 22nd August to 29th November, 1921, and ultimately, as the representatives of the men and the Companies failed to agree, Mr. Carrigan made his Award.

Do foillsíodh breithiúntas an Charagánaigh i dtrí roint, roint ar an 10adh lá de Mheadhon Fhoghmhair, roint ar an 19adh lá de mhí na Samhna, agus roint ar an 17adh lá de mhí na Nodlag, 1921, agus seo mar shocruigh sé an scéal :—

Ar an gcéad dul síos dubhairt sé gur cheart standard do bheith ann ach gan é bheith ró-dhaingean, sé sin le rá nách mar a chéile bheadh an pá agus na coiníollacha agus faid an lae cibre i ngach áit. Do dhin sé trí roint de sna bóithre iarainn do réir a dtácht agus a láidreachta maidir le hairgead. Do shocruigh sé standard fé leith do chur i bhfeidhm i ngach ceann de sna trí ranna ach go mbeadh an standard céanna ag gach bóthar iarainn don roinn chéanna.

Ar an ndara dul síos, bhí an breithiúntas i gcoinnibh na rialach um ocht n-uair a chluig sa ló. Má cuirtear an riail sin i bhfeidhm go daingean sé a brí ná :—

(1) Ná hiarfar ar fhear oibre oibriú níos sia ná ocht n-uaire a chluig sa ló.

(2) Ná brisfidh aon tamal scuir isteach ar na hocht n-uaire ; má thosnuíonn fear ar a 8 a.m. beidh deire aige ar 4 p.m. mara mbeidh uair chun béile aige, is cuma é bheith ag obair no gan a bheith ar feadh na haimsire ó 8 a.m. go 4 p.m.

Breithiúntas ana-chruinn, ana-bheacht iseadh an breithiúntas agus níl aon ghráda ná fuil socrú ann 'na chóir. Do moladh go nglacfadh cuid aca le haimsir deighilte. Minítear thíos cad is Aimsir Deighilte ann, agus cad é an cur i gcoinnibh an bhreithiúntais a bhí ag lucht oibre.

Sa treas dul, do dhainginigh an breithiúntas an gearra do dineadh ar phá an lucht oibre an 16adh lá de Lughnasa, 1921, ach d'fhág san an pá a bhfad níos aoirde ná mar a bhí sé i 1914, ó 100 per cent. go 200 per cent. níos aoirde. Bheadh 42*s.* 9*d.* ag an giolla stáisiúin ab ísle pá agus d'ísleoch an pá do réir mar thuitfeadh an costas beatha.

Níor thaithin an breithiúntas leis na fearaibh agus do bagaradh stáile ar na cóluchtaí. Do chuir an Rialtas isteach ar an scéal, agus i mí Feabhra, 1922, do dineadh socrú an pá, na huaireanta agus na coiníollacha d'fhágaint mar a bhíodar go dtí an 15adh lá Lughnasa, 1922, ach amháin atharuithe bheaga do dhéanamh orha, agus an pá do ghearra 2*s.* sa tseachtain ón 15adh lá de mhí na Béaltaine, rud a dineadh. Sin mar atá an cheist iniu.

Is mithid dúinn anois ár dtuairim do thabhairt. Maidir leis an standard ní fiú le rá é má dintear do réir an phlean a mholaimíd, ea lhon, na bóithre iarainn go léir do thabhairt fé aon stiúra an háin fén Rialtas. Bé áiteamh na gcólucht nár thug an standard cothrom, agus do tugadh mar shampla beirt ghiolla stáisiúin i dTráighlí, duine aca ag obair do Bhóthar Iarainn an Deiscirt agus an duine eile do Bhóthar Iarainn an Daingin

The Carrigan Award, which was published in three instalments, dated respectively the 10th September, 1921, the 19th November, 1921, and the 17th December, 1921, in short, provided as follows :—

First, it provided for a modified system of standardisation. That is to say, it did not provide that a uniform standard of wages, hours, and conditions should prevail all round; it constituted three different groups of railways, according to their importance and financial position; and it provided that the same standard should apply to each of the units constituting the group, but that each of the three groups should have a different standard from the others.

Second, the Award was in the main against the principle of the eight-hour day. That principle in all its fulness involves two conceptions :—

1. That a worker shall not be called upon to work more than eight hours in any day.
2. That the eight hours shall be reckoned continuously, thus, if a man's duty starts at 8 a.m., his eight-hour day shall terminate, if no meal hour is provided, at 4 p.m., irrespective of the fact that during the period between 8 a.m. and 4 p.m. he may not be working or required to work all the time.

The Award dealt exhaustively with all grades of workers, and provided for a "spreadover" in some of them. What a "spreadover" is, and in what respects the labour representatives before us objected to the Carrigan Award, is explained below :—

Third, the Carrigan Award dealt exhaustively with all classes of employees in railway service. The Award confirmed a considerable "cut" in the wages which had been made by the Railway Companies on 16th August, 1921, but left the resulting wage much above pre-war level, varying from 100 per cent. to 200 per cent. Thus, the lowest paid Porter was to receive 42/9 under the Award, subject to reductions as the cost of living fell.

The men demurred to the Award; a strike was threatened; the Government intervened, and in February, 1922, an arrangement was come to whereby the then existing wages, hours, and conditions were to be retained, with slight modifications, to the 15th August, 1922, subject to a "cut" of two shillings a week, which was to become, and did become, operative on the 15th day of May. So stands the question to-day.

We now proceed to give our opinion upon the matters in dispute. The question of standardisation, if our recommendation of unification under State ownership takes effect, will no longer be an acute one. Formerly the Companies' contention was that it was unjust, for example, that a railway Porter employed at Tralee, on the Tralee and Dingle Railway, should receive the same wages as a porter employed at Tralee by the Great Southern and Wes-

agus dubhradh nár chóir an pá céanna bheith aca araon ; ós rud é (1) go mbíonn níos mó oibre le déanamh ag an gcéad duine, agus (2) gur fearr a bhfad a bhíonn an cólucht mór as ná an cólucht beag. Ní dóigh linn go bhfuil an chéad chur i gcoinnibh anaréasúnta agus ní aontuíonn lucht oibre leis an dara cur i gcoinnibh an aon chor agus do chuireadar san 'na luighe orainn. Má naidhmtear na bóithre iarainn go léir beidh an bheirt ghiolla id sa seirbhís chéanna. Dá bhrí sin bheadh deire le deifríocht dir fir sa ghráda chéanna agus sa cheantar chéanna.

Ach san am gcéanna sé ár dtuairim gur ceart deifríocht éigin lo dhéanamh idir bailtí móra agus an tuaith agus tá an lucht oibre sásta leis sin. Dá bhrí sin molaimíd an tslí a bhí i bhfeidhm e linn smacht an Rialtais .i. trí dreamanna do dhéanamh de na stáisiúin agus an pá do shocrú do réir an dreama.

Maidir le hocht n-uaire a chluig sa ló glacfaidh an lucht oibre e haimsir deighilte, "i ngrádanna agus in áiteanna áirithe." Seo sampla d' aimsir deighilte. Téidheann giolla isteach ar a 8 a chlog agus oibríonn sé go dtí a 12 a chlog (cheithre uair a chluig) ; scuirtear é ón a 12 go dtí a 4 p.m. tosnuíonn sé arís ar a 4 agus fanann sé ag obair go dtí 8 p.m. Oibríonn an fear san ar feadh ocht n-uaire a chluig agus sé a aimsir deighilte ná ó 8 a.m. go 8 p.m. Ní ceart an aimsir deighilte bheith níos sia ná dhá uair déag a chluig. Baincann so le grádanna áirithe amháin. Níltear toilteannach an aimsir deighilte do chur bhfeidhm imeasc fear na traeneach. Táid san sásta uair a chluig sa mbreis d'oibriú pé uair a iarrtar ortha é, ach caithfear dá breise do dhíol leo as. Ní dóigh linn gur ceart aon atharú do dhéanamh air sin anois, mar ba mhaith an rud é gan aon easaontas do bheith idir an lucht oibre agus an lucht stiúrtha ré láthair. Ach sé tuairim an Choimisiúin go ndéanfadh ocht n-uaire a chluig is dachad sa tseachtain (gan aon lá bheith níos sia ná dhá uair déag a chluig) an scéal do shocrú agus molaimíd go bhféachfaí isteach ann arís lá eile. Ní aontuíonn Tomás Mac Eoin leis an méid sin ámh.

Ní féidir a rá go bhfuil pá na bhfear ró-árd mar níor cuireadh aon scrúdú cheart ar bun fós chun chostais bheatha d'iniúcha. Caithfear an cheist seo do chur ar ath-ló go dtí go ndéanfar an scrúdú san go beacht cúramach.

Cúirt Shocruithe.—Níl aon rud is táchtaí ná slí do cheapa le na-a bhféadfaí achrann do réiteach gan bheith ar na fir dul ar staile ná bheith ar na cóluchtaí dúna ná bheith ar aon taobh bheith ag bagairt ar an dtaobh eile. Tá an dá thaobh ar aon aigne gur ceart gach ní do phlé eatorra féin sara nglaofar isteach an tríú páirtí. Sé rud adeireann lucht oibre nách gá dhóibh ná don taobh eile ach an oiread glaca le mola an duine a glaotar isteach mar sin. Sin bun-riail an phlean a cuireadh i bhfeidhm Sasana (Acht na mBóthar Iarainn, 1921).

tern Railway, on the grounds (1) that the duties of the former were not so heavy, and (2) that the Company was financially unable to pay the same rate. Labour strenuously objects altogether to the latter as a good ground of differentiation. Under any unified system the second of the grounds put forward—which we think is the really operative ground—disappears, for both Porters will be in the same service, and accordingly we think all differentiation between members of the same grade in the same locality must disappear.

But we think some system of differentiation, based on locality, may be maintained, and in this labour concurs. Accordingly, we approve of the system in operation during Control, whereby Stations were divided into three classes, with a grading of wages according to class.

As to the eight-hour day, meaning a continuously reckoned eight-hour day, labour is willing to agree to a "spreadover" in certain grades and localities. An example of the "spreadover" is as follows :—A porter goes on duty at 8 and works to 12 (4 hours). The Company put him off duty from 12 to 4 ; he resumes duty at 4 and works till 8. This porter works for 8 hours. From his first going on duty at 8 a.m. to his leaving off at 8 p.m. is what is called the "spreadover." The men have agreed to a "spreadover" in respect of certain grades, the "spreadover" in such cases to be limited to twelve hours. The men are not willing to agree to any "spreadover" in the case of trainmen. As to trainmen, Labour agrees to work 9 hours per day when requested, the extra hour to be paid as overtime. We recommend that, in order to maintain harmonious relations between the men and the Companies, no change shall be made for the present, but the Commission (Mr. Johnson dissenting) are of opinion that a forty-eight hour week, subject to a twelve-hour maximum day, would meet the requirements of the situation, and recommend that this question should be reviewed later.

As to wages, no serious investigation into the "cost of living" and its causes has yet been set on foot. We cannot, therefore, say that the wages at present paid are excessive. The whole matter must be left open for consideration when a scientific investigation of the "cost of living" has taken place.

Conciliation Tribunal.—One of the most important things in connection with the relations between employer and employed is to try to find a plan whereby disputes may be peaceably settled without resort to strikes, lockouts, or threats of either. A principle agreed upon by both sides is that every conceivable method of discussion and negotiation between the men and the employers should be exhausted before calling in any third party. Labour contends that such third party's intervention must always be on the basis that it is not compulsory on either side to accept his conclusion. This principle underlies the very elaborate machinery set up by the English Railways Act of 1921.

Tá iarracht déanta againn ar an mbun-riail chéanna bheith sa Chúirt a mholaimíd anois ach é bheith i bhfuirm rud beag níos simplí.

Molaimíd Fó-Bhórd Réitithe do chur ar bun. Gach achrann ro gearán a bhaineann le haon ghráda no le haon roint amháin do pléfí roimh an Chúirt sin ar dtúis é. Do bheadh a leithéid de bhórd ag gach roint, roint na dtraeneacha, roint na n-inneal, roint na mbóthar, roint na gcléireach, &c. Deichniúbhar do bheith ar gach fó-bhórd réitithe ; cúigear ó lucht oibre na roinne (ucht na roinne a thoghfaidh iad san) agus cúigear de lucht bainistí na roinne. Dob fhéidir leis an dá thaobh a rúnaidhe féin do cheapa agus ní gá dho san aon bhaint do bheith aige leis an seirbhís. Bheadh cead ag na Rúnaithe bheith láithreach ag na cruinnithe agus bheith páirteach sna diospóireachtaí ach ní bheadh cead bhótála aca. Nuair do theipfeadh ar Fó-Bhórd achrann do réiteach d'fhágfaí an cheist fé Chomhairle Gheneralta an Bhóthair Iarainn, ar a mbeadh ceathrar ó gach Fó-Bhórd réitithe—beirt ó gach taobh. Gach uair a bheadh ceist pháidh no ceist choiníollacha dá phlé d'fhéadfadh lucht oibre oifigigh a gcumann do cheapa ar an gComhairle in ionad na dteachtaí do cuireadh go dtí an Fó-Bhórd réitithe.

Maidir le hachrann go mbeadh baint aige le níos mó ná aon roint amháin, d'fhágfaí fé Chomhairle Gheneralta na mBóthar Iarainn é ó thosach.

Dáréag a bheadh ar an mBórd Socruithe Generálta, ceathrar ó sna bainisteoirí, ceathrar ó sna cumainn go mbeadh baint aca leis an gceist agus ceathrar ó lucht úsáide na mbóthar iarainn. Is mar seo a ainmneofaí an ceathrar deireannach :—

Duine ó Chomhairlí na Tráchtála,

Duine ó Chomhairle na Talmhuíochta,

Beirt ó Chódháil Gaedhal-Chumainn na gCeárd.

Tá rud níos táchtaí arís ná socrú achrainn, slí do cheapa chun go mbeadh lucht oibre agus lucht stiúrtha ag obair as lámhaibh a chéile. Molaimíd, mar sin, coiste le h-aghaidh gach roinne do bhunú i ngach ceantar, agus triúr lucht oibre agus triúr lucht stiúrtha do bheith ar gach coiste. Seo iad na rudaí is mó bheadh ortha a phlé :—

1. Coiníollacha na hoibre, Sláinte, Cóireacha i gcoinnibh ciotarann, Aruis Fuirinne, &c.

We have endeavoured to follow this principle in a somewhat simpler form in the Tribunal which we suggest.

We recommend that any dispute connected with a single department or grade should, in the first instance, be referred to a Sectional Conciliation Board, one of whose functions would be to try to reconcile differences. There should be such a Board for each department—*e.g.*, Traffic, Locomotive, Permanent Way, and Clerical. Each Sectional Conciliation Board should consist of five members of the working staff of the particular department, elected by the staffs, and five members of the managerial staffs of the department. Each side of the Sectional Board should have the right to appoint a Secretary from any source it pleases, in addition to the elected or appointed representatives; the Secretaries to have the right to attend all meetings and take part in the discussions but not in any decisions thereon. Should the differences not be reconciled, the dispute should be submitted to a General Railway Council, composed of four representatives of each Sectional Board, two from each side. Employees should have the right to appoint on this Board, when questions of wages and conditions are being dealt with, officials of their Trade Unions in substitution for their Sectional Board representatives.

Where disputes cannot be adjusted by agreement within the Railway Council, further reference to the General Conciliation Board may be made.

As to a dispute which is not merely sectional in its incidence, this shall be submitted in the first instance to the General Railway Council.

The General Conciliation Board to consist of 12 members, comprising 4 representatives of the Management, 4 of the Trade Unions concerned, and 4 of the users of the Railways; the latter to be nominated as follows :—

One by the Chambers of Commerce.

One by the Council of Agriculture.

Two by the Irish Trade Union Congress.

Of perhaps more importance even than the settlement of disputes is the adoption of a plan whereby the Staffs and the Management may collaborate in the work of the undertaking, such a plan to be applicable to each district as well as to the system as a whole. A well-devised scheme of this nature would tend not only to prevent disputes, but would greatly help towards harmonious working. We, therefore, recommend that there should be established in each district Local Departmental Committees, consisting of, say, three persons elected by the Working Staff and three representatives of the Management. The subjects to be considered by such Local Committees should include :

1. Working Conditions, Physical Welfare, Safety Appliances, Staff Accommodation, etc.

2. Slite feabhasuithe chun na hoibre do ghléasa, Cóireacha chun aimsir do shábháil, &c.

3. Molta chun an Bhóthair Iarainn d'oibriú níos fearr, Bhásta do sheachaint, &c.

4. Slán-iompar i gcóir earraí agus lucht taistil i dtreo go mbeadh luigheadú ar éilimh um chailliúint agus dhamáiste.

Tuairimí a thiocfadh ó sna Coistí gur bhfiú a chur chun na Comhairle Generálta ba cheart iad a chur chúichi.

Sé ár dtuairim gur mó an tsuim a chuirfeadh lucht oibre na nbóthar iarainn san obair dá mbeadh plean den tsaghas san ann.

Ní mór dúinn a rá go bhfuilimíd fé mhór-chomaoin ag an Rúnaidhe, Seosamh Ingram, i dtaobh an chonganta do thug sé dhúinn le linn an iniúchta so. Ní planás é sin. Tá fíor-eolas ag an Iongramach ar gach ní a bhaineann le cúrsaí bhóthair arainn, agus is beag duine bheadh chó cliste leis ná chó dúth-achtach agus do thabharfadh seirbhís chó maith dúinne chun igiúirí agus uile do thabhairt dá chéile. Bhí beirt eile againn ón Aireacht um Ghnóthaí Economiceacha, Seosamh Gált agus Seán O Briain agus tá mór-mhola ag dul dóibh. Is é dian-obair an trír sin fé ndear deire bheith le n-ár gcuid oibre a bhfad níos úisce ná mar do cheapamair i dtosach.

(Sighnithe),

SÉAMAS O CONCHUBHAIR.
TOMÁS MAC EOIN.
EUMONN MAC GIOLLAIASACHTA.
SEOSAMH INGRAM, *Rúnaidhe.*

9adh Lughnasa, 1922.

2. Improved Methods of Organising the Work, Labour Saving Appliances, etc.

3. Suggestions for the more efficient Working of the Railway, Prevention of Waste, etc.

4. Safe Transit of Goods and Passengers, and consequent Reduction in Claims for Loss or Damage.

Suggestions from such Local Committees having a wider application should be sent to the General Railway Council for consideration.

We are of opinion that a plan of this kind would make for greater zeal on the part of the employees.

It is no mere formal expression when we say that we are deeply indebted to our Secretary, Mr. Ingram, for his assistance in connection with our investigations. Mr. Ingram's wide knowledge of Railway affairs, and his ability and industry in analysing and sorting out details of one kind or another, were of the greatest possible service to us, and he was well seconded by the other members of the Staff in the Transport Department of the Ministry of Economics, Messrs. Gault and O'Brien. It is due to the hard work put in by these gentlemen that our task has been finished in a much shorter time than we originally anticipated.

(Signed,)

JAMES O'CONNOR.
THOMAS JOHNSON.
E. McLYSAGHT.

J. INGRAM, Secretary.

9th August, 1922.

IRISH RAILWAYS COMMISSION.

MINORITY REPORT.

I am in agreement with my Colleagues in their general findings, but in view of existing conditions, and the uncertainty as to future developments, I cannot endorse their main recommendation—State Purchase.

REASONS AGAINST STATE PURCHASE.

In my opinion this is not the time to ask the Government to undertake such a heavy financial burden, independent of the fact that the conditions in the Country are against such a course. It is impossible to say what the Irish Railways are worth to-day. No Tribunal that might be set up could arrive at a true valuation until future rates of wages, conditions of labour and quantum of Railway rates have been stabilized. The claims of the very numerous small Shareholders deserve special consideration as many of them invested their all in the Railways, and have no other source of income.

STATE RAILWAYS ABROAD.

Evidence was given as to the working of the State Railways in France, Belgium and Holland. Holland has leased her Railways to private Companies at a Rent, retaining the right of supervision over rates, charges and facilities. The change from State to Commercial administration has been entirely satisfactory. State control in France and Belgium has not, apparently, been successful.

BRITISH CONTROL.

During the period of Imperial control the market value of Irish Railway stock fell at least $33\frac{1}{3}$ per cent. (roundly £12,000,000 to £15,000,000) and the only compensation given by the British Government at the termination of control was a miserly £3,000,000 out of which the Railway Companies are now partly paying their dividends, instead of putting the money into renewals, new rolling stock, etc.

IRISH RAILWAYS IN 1922.

The only evidence as to the working of the Railways in the current year was that submitted by the Great Northern Railway, whose manager (Mr. Bagwell) gave the following figures for the *first four months of* 1922.

Gross Railway Receipts—Increase 87 per cent. over 1913.
Working Expenses —Increase 170 per cent. over 1913.

the other Companies did not give any comparative figures for 1922, and there is no reason to think, that, had they done so, they would be any more favourable than those set out above. It is fairly obvious that without Government financial aid the Railways cannot go on and the question is—What can the Government do with the Railways? The recommendations made later on in this report supply my answer.

RAILWAY RATES.

I think Railway Rates to-day should not exceed 100 per cent. on pre-war for the highest class of goods and should be graded down, proportionally to the lowest class, in fact the Great Northern (Ireland) and other Companies serving the Northern Districts of Ireland have already lowered their goods rates to 100 per cent. and their passenger fares to 75 per cent. over those in operation in 1916. The other Irish Railways have not reduced their rates and they stand to-day at anything from 95 per cent. to 484 per cent. on pre-war. This is a burden that Irish trade and industry cannot bear.

A witness from the Department of Agriculture (Mr. P. MacNulty) handed in a table showing the advances in Rates on certain commodities compared with 1913. I append this Table:

Commodity.	Railway Company.	Range of Increase. per cent.
Potatoes	G.S. & W. ...	156 to 236
Do.	G.N.	95 to 260
Do.	M.G.W.	129 to 231
Do.	D. & S.E.	170 to 484
Butter	G.S. & W. ...	155 to 218
Do.	G.N.	97 to 144
Do.	M.G.W.	133 to 158
Do.	D. & S.E.	116 to 157
Eggs	G.S. & W. ...	128 to 158
Do.	G.N.	93 to 124
Do.	M.G.W.	119 to 145
Do.	D. & S.E.	123 to 181
Bacon	G.S. & W. ...	156 to 159
Do.	G.N.	116 to 473
Do.	M.G.W.	129 to 181
Do.	D. & S.E.	159 to 429
Cattle, Sheep and Lambs, per part truck	G.S. & W. ...	154 to 166
Do. do.	G.N.	107 to 109
Do. do.	M.G.W.	124 to 166
Do. do.	D. & S.E.	125 to 179
Cattle, Sheep and Lambs, per full truck	G.S. & W. ...	126 to 138
Do. do.	G.N.	100 to 100
Do. do.	M.G.W.	122 to 153
Do. do.	D. & S.E.	124 to 177

It will be seen that even potatoes, a staple article of Irish food has gone up in some cases to 484 per cent. over pre-war.

These topsy turvy increases of rates should be drastically modified as there is no reason why one District or one Commodity should be penalised so that another may benefit.

CLASSIFICATION OF GOODS

It is essential that steps be taken without delay to simplify the present classification of Goods, and to adopt a modern and scientific system of Railway Rates composed of a Series of Mileage Scales such as have been in force generally on Continental Railways for many years past.

C. & D. RATES.

Carted and Delivered Rates should be put into operation for towns of 5,000 population and upwards. Railways working from Belfast have C. & D. Rates in operation for many years, but in the South and West of Ireland these rates only apply to English Traffic. This facility would greatly help Irish Manufacturers and Traders.

WAGES.

The Secretary of the N. U. R (Mr. James Birmingham) in his evidence related that the difference in the cost of living compared with pre-war is as follows :—

1914—20s. 8½d. 1922—48s. 9½d.

The figures appear to have been taken out with great care, but whether they are accurate or otherwise I am not in a position to judge, and if they are found to be correct there does not appear to be much room for reducing wages.

HOURS.

The strict application of the eight hours day to certain sections of the workers is against the economic working of the Railways. The Railway Managers stated that on the South African and certain European State Railways the enforcement of the eight hours day has been modified, and a similar modification could be applied to Ireland without imposing hardship on the Workers.

RECOMMENDATIONS.

1. Unification of Railways in the Free State Territory with Government control for a period of three (3) years.

2. A Railway Board to be appointed consisting of :

   A Chairman (a Railway expert)

   One Representative of Agriculture.

   One Representative of Live Stock Interests.

   One Representative of Manufacturers.

   One Representative of Merchant Traders.

   Two Representatives of Railway Workers.

   One Representative of the Irish Treasury.

   One Representative to be nominated by the Shareholders of the G. S. & W. Railway.

   One Representative to be nominated by the Shareholders of the G. N. Railway.

   One Representative to be nominated by the Shareholders of the M. & G. W. Railway.

   One Representative to be nominated by the Shareholders of the remaining Irish Railway Companies.

3. The Irish Government to guarantee Railway Dividends to Shareholders on the same basis as what they received in 1921.

4. All present Railway Directors to be retired and to be given a reasonable compensation for loss of office.

5. A Clearing Office for through booked traffic between the unified Railway Systems and Railways in the Northern Ireland Area and in Great Britain, to be substituted for the existing Irish Railway Clearing House, and to be under the management of the proposed Railway Board.

6. All powers of Government control and supervision to be centred in the Ministry of Economic Affairs, and the existing powers to be enlarged if found necessary.

7. The immediate setting up of a Rates Committee and Staff to deal with rates, charges classifications facilities, also wages and conditions. The Committee to be constituted as per recommendation No. 2 and to automatically become the Railway Board on the Unification of the Railways.

Pending selection by the Shareholders of their Representatives on Railway Board, the present Railway Directors to nominate four Representatives to serve on the Rates Committee.

CONCLUSION.

Before the period of control would be at an end the Government should be in a position to decide for :—(*a*) Continuation of Control ; (*b*) Permanent Unification under Private Ownership ; (*c*) State Purchase.

Without a progressive Railway system Ireland's Agriculture and Industries cannot develop.

The recommendations outlined above may achieve the desired result, and I beg to submit them for the consideration of the Government of the Irish Free State.

Signed. MICHAEL O'DEA.

Dublin, *August* 18*th*, 1922.

I wish to add my sincere thanks to our Secretary, Mr. Ingram, and his staff and to the Department of the Ministry of Economic Affairs for the valued assistance afforded the Members of the Commission on Railway subjects, during the sitting of the Commission.

(Signed) MICHAEL O'DEA.

APPENDIX TO REPORT (VIDE PAGE 14).

Copy.

MIDLAND GREAT WESTERN RAILWAY OF IRELAND,
GENERAL MANAGER'S OFFICE,
BROADSTONE STATION,
DUBLIN,
27*th July*, 1922.

MD/108/352/14021.

DEAR SIR,

During the recent public proceedings of the Irish Railways Commission, the Chairman asked me to ascertain whether the Companies would agree to the representation of Industry on the Boards, leaving the right of a casting Vote to the Chairman for the protection of the interests of the Shareholders, provided the Government were to give a *quid pro quo*, such as very generous terms to enable Grouping or Unification to be carried out.

The views of the principal Companies, speaking generally, appear to be that it is difficult to give a specific reply to the inquiry submitted without better information of the details of the scheme proposed, but that the principle of appointing Directors without stake in the funds of the Company concerned, but with equal rights of controlling the affairs of the Shareholders, is not one that can be approved by the Boards.

With regard to the representation of Industry on Railway Boards, it may not be known to the Commission that out of 37 Directors of the four larger Companies concerned at least 27 are directly representative of the great industries of the Country, including Manufacturing, Agriculture, Ship-building, Milling, Banking and Brewing. It would be an entire misapprehension, therefore, to suppose that in the selection of the existing Boards the claims of the Trading and Commercial Community who are the principal users of the Railways, have been overlooked.

In so far as Grouping involves the absorption of small insolvent Undertakings by the larger Railways, a Government annuity or grant will be essential to obviate loss to the absorbing Company, but it is not considered that assistance granted for this purpose should carry with it representation on the Board of the amalgamated concern. If, on the other hand, it were necessary for the Government to afford help to the principal Railways, to enable them to carry on their operations, it is conceded that the State would be entitled to a voice in the administration of the concern affected, but only in proportion to the amount of the aid afforded. If the subsidy granted were equal to twenty per cent. of the annual revenue of the Company, the Government nomination to the Directorate should not, it is contended, exceed one in five.

If this basis were adopted, the selection of the representatives would naturally fall to the Government to whom it would be open to nominate individuals who would be qualified not merely to safeguard the Nation's investment but also to advise on railway matters directly affecting the trade of the country, if so desired.

Yours faithfully,
(Signed), M. F. KEOGH.

J. INGRAM, Esq.,
Secretary,
Irish Railways Commission.

STATEMENT SHOWING PARTICULARS OF THE IRISH RAILWAY COMPANIES, WITH THEIR GAUGE, ROUTE MILEAGE, AND AMOUNT OF CAPITAL ON WHICH INTEREST OR DIVIDEND IS PAYABLE, AS AT 31ST DECEMBER, 1921.

NAME OF COMPANY.	Route Miles.		Capital on which Interest or Dividend is payable.
STANDARD GAUGE—5′ 3″	M.	CH.	£
. Belfast and County Down	80	–	1,349,787
. Carrickfergus Harbour Junction	–	74	7,230
. Cork, Bandon and South Coast	73	70	890,556
. Bantry Extension	11	20	105,000
. Clonakilty Extension	9	–	60,000
. Cork City Railways	1	23	139,300
. Dublin and South Eastern	133	14	2,461,782
. City of Dublin Junction	1	23	424,230
. Dublin and Kingstown	8	5	411,000
10. New Ross and Waterford	13	39	100,000
11. Dundalk, Newry and Grenore ...	26	68	387,500
12. Great Northern (Ireland)	562	8	9,260,970
13. Great Southern and Western	977	8	14,236,835
14. Athenry and Tuam Extension ...	16	78	100,000
15. Fishguard and Rosslare	103	54	1,737,864
16. Southern Railway	24	22	298,873
17. Tralee and Fenit	8	49	58,360
18. Midland Great Western	516	31	6,549,728
19. Ballinrobe and Claremorris	12	48	71,640
20. Loughrea and Attymon	9	7	54,445
21. Midland Northern Counties Committee :—			
Standard Gauge	201	55	5,650,000
Less than Standard Gauge	63	51	
22. Sligo, Leitrim and Northern Counties ...	43	21	486,781
23. Timoleague and Courtmacsherry	9	–	35,000
24. Cork and Macroom Direct	24	40	211,830
25. Dublin and Blessington Steam Tramway ...	15	73	97,100
26. Blessington and Poulaphouca Steam Tramway	4	54	25,000
27. Waterford and Tramore	7	20	69,150

STATEMENT SHOWING PARTICULARS OF THE IRISH RAILWAY COMPANIES, WITH THEIR GAUGE, ROUTE MILEAGE, AND AMOUNT OF CAPITAL ON WHICH INTEREST OR DIVIDEND IS PAYABLE, AS AT 31ST DECEMBER, 1921.—*con.*

NAME OF COMPANY.	Route Miles.		Capital on which Interest or Dividend is payable.
LESS THAN STANDARD GAUGE.	M.	CH.	£
28. Ballycastle Railway	16	11	89,809
29. Bessbrook and Newry Tramway	3	–	15,000
30. Castlederg and Victoria Bridge	7	12	24,580
31. Cavan and Leitrim	48	58	194,685
32. Clogher Valley	37	–	123,310
33. Cork and Muskerry Light	17	60	75,000
34. Donoughmore Extension	8	40	33,000
35. Cork, Blackrock and Passage	16	–	426,270
36. County Donegal Joint Committee	90	71	491,091
37. Strabane and Letterkenny	19	17	239,306
38. Listowel and Ballybunion	9	20	33,000
39. Londonderry and Lough Swilly	82	40	144,653
40. Letterkenny Railway	16	40	143,359
41. Schull and Skibbereen Light Railway ...	14	60	57,000
42. Tralee and Dingle Light Railway	38	–	70,000
43. West Clare Railway	27	–	180,000
44. South Clare Railway	26	–	140,000
45. Dublin and Lucan Electric Railway ...	7	40	65,330
46. Giant's Causeway and Bush Valley Railway	8	40	50,500
Standard Gauge	2,896	24	
Less than Standard Gauge	558	–	
			47,875,824
Adjustment in respect of duplications (deduct)			‡1,022,500
TOTAL	3,454	24	£46,853,324

COLLIERY RAILWAYS CONSTRUCTED BY GOVERNMENT.

———	Route Miles.		Cost of Construction
	M.	CH.	£
Arigna Valley Railway (3′ 0″)	4	18	60,000
Castlecomer Railway (5′ 3″)	10	3	160,000
Wolfhill Railway (5′ 3″)	10	4	125,000
	24	25	345,000

SCHEDULE No. 2 (a).

BARONIALLY GUARANTEED LINES OF WHICH THE DIVIDENDS ARE GUARANTEED IN PERPETUITY UNDER THE TRAMWAYS AND PUBLIC COMPANIES ACT, 1883, THE TREASURY HAVING UNDERTAKEN TO CONTRIBUTE, IF NECESSARY, UP TO A MAXIMUM OF 2 PER CENT. PER ANNUM OF THE PAID UP GUARANTEED CAPITAL.

RAILWAY OR SECTION OF RAILWAY.	Route Mileage. Standard Gauge.	Route Mileage. Less than Standard Gauge.	Guaranteed Capital.	Rate per Cent.	Maximum Treasury Liability.	Result of Working, 1921, including Government Compensation. Profit.	Result of Working, 1921, including Government Compensation. Loss.	Treasury Contribution in respect of Dividend, 1921.	Charge to Guaranteeing Area in respect of Dividend and Deficit in Working Expenses, 1921.*
	M. CH.	M. CH.	£	£	£	£	£	£	£
1. Ballinrobe and Claremorris ...	12 0	—	71,640	5	1,433	1,763 (1920)	—	909 (1920)	909 (1920)
2. Cavan and Leitrim ...	—	48 58	194,685	5	3,894	324	—	3,630 (1920)	5,823 (1920)
3. Clogher Valley	—	37 0	123,310	5	2,466	—	488	2,466	4,187
4. Cork and Muskerry ...	—	17 60	75,000	5	1,500	3,239	—	256	256
5. Donoughmore Extension ...	—	8 40	30,000	4	600	—	342	600	942
6. Dublin and Blessington ...	15 73	—	40,000	5	800	—	1,514	800	2,714
7. Great Southern and Western :—									
Headford & Kenmare Section	19 56	—	60,000	4	1,200	—	2,175	1,200	1,200 (B)
West Kerry (Killorglin and Valentia Section).	26 60	—	70,000	4	1,400	—	3,992	1,400	1,400 (B)
Collooney & Swinford Section	29 40	—	80,000	4	1,600	3,920	—	—	— (A)
Claremorris and Swinford Section.	17 40	—	40,000	4	800	1,722	—	—	—
8. Loughrea and Attymon ...	9 0	—	54,445	5	1,089	990 (1920)	—	866 (1920)	866 (1920)
9. Schull and Skibbereen ...	—	14 60	57,000	5	1,140	—	2,132	1,140	3,842
10. South Clare	—	26 0	120,000	4	2,400	—	2,876	2,400	5,275
11. Timoleague and Courtmacsherry	9 0	—	35,000	5	700	—	863	700	1,913
12. Tuam and Claremorris ...	16 78	—	98,000	4	1,960	3,454	—	198 (1920)	— (A)
13. West Clare	—	27 0	163,500	4	3,270	66	—	2,493	3,981
						15,478	14,382		
	158 27	179 58	£1,312,580		£26,252	£1,096		£19,058	£33,309

SCHED

BARONIALLY GUARANTEED LINES NOT SUBJECT TO TREASURY SUBVENTION.

RAILWAY OR SECTION OF RAILWAY	Route Mileage. Standard Gauge.	Route Mileage. Less than Standard Gauge.	Guaranteed Capital.	Rate per Cent.	Result of Working, 1921, including Government Compensation. Profit.	Result of Working, 1921, including Government Compensation. Loss.	Charge to Guaranteeing Area in respect of Dividend and Deficit in Working Expenses, 1921.*
	M. CH.	M. CH.	£	£	£	£	£
1. Belfast and County Down :— Downpatrick and Ardglass ...	8 5	—	17,000	3	—	717	510
2. Burtonport Extension	—	49 56	5,000	4	3,873	—	—
3. Carndonagh Extension	—	18 40	5,000	4	1,401	—	—
4. Carrickfergus Harbour Junction ...	0 74	—	6,500	5	—	5	267
5. Great Northern (Ireland) :— Ardee Branch	5 0	—	32,000	2½	—	362	800
6. Great Southern and Western :— Cashel Extension	5 67	—	35,000	4	—	424	1,400
Kanturk and Newmarket ...	5 0	—	40,000	4	—	83	1,372
7. Strabane and Letterkenny	—	18 73	17,510	4	2,818	—	700
8. Tralee and Dingle	—	38 0	40,000	4	—	3,409	5,009 (C)
9. Tralee and Fenit	8 49	—	30,000	5	1,188	—	1,500 (D)
					9,250	5,000	
	33 35	125 9	£228,010		£4,250		£11,558

(A) The Working Company fully indemnify the Guaranteeing Area from all loss or liability.
(B) In these cases the Guaranteeing Area does not make good the deficit in Working Expenses.
(C) Treasury Liability redeemed.
(D) Guarantee expired 5th July, 1922.

* Where the amount of the rate in respect of the Guarantee exceeds 6d. in the £ payments are made from the Local Taxation Account to the Guaranteeing Areas, under Section 58 of the Local Government (Ireland) Act, of a sum equal to one-half of the excess. If the amount paid under this Section to the Local Taxation (Ireland) Account is insufficient to meet the sums payable thereout under this Section, these sums shall be proportionately abated. The payments to the Guaranteeing Areas under the Section amount to approximately £10,000 per annum.

(16571.) Wt. 2373—G. 44 3, 2,000, 10/22.—A. T. & Co., Ltd.

END OF
TITLE